

P. R.R.

AMERICAN RAILROAD JOURNAL

AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.



SATURDAY, JUNE 19, 1869.

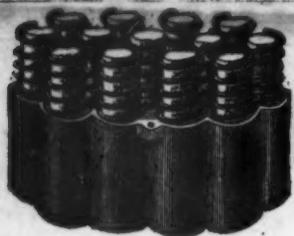
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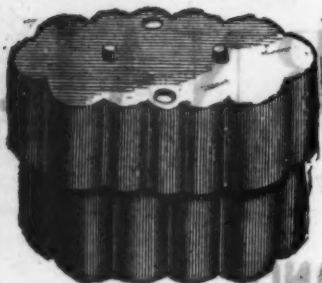
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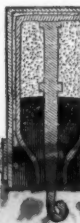
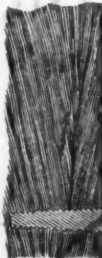
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[WHOLE No. 1,731, VOL. XLII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, June 19, 1869.

From the Brooklyn Daily Union, June 11, 1869.

Rollers and Engines—Steam on Common Roads.

A few days since we gave a brief account of the steam road roller, imported by the Central Park Commissioners for use on the roads of the park. This roller weighed fifteen tons, and went up a rise of one foot in twenty with entire ease. It was tried at first on Sixth avenue, over a roadway of dry, fine sand, which, of course, presented the most difficult conditions, as no amount of pressure would compel the particles to adhere to each other.

The trial, therefore, was, in point of fact, no trial at all, except with reference to the power of the engine to propel the roller, of which very satisfactory evidence was given. We have testimony, however, as to the effectiveness of the machine, from England, where it was manufactured, which cannot be questioned. The roller came, as well the one ordered for Prospect Park, from the firm of Aveling & Porter, Rochester, England, whose agent in America is Mr. W. CHURCHILL OASTLER, 43 Exchange Place, N. Y. It was tested by them before being sent out, and the following is the account from an English paper:

The engine was purposely tested under the most disadvantageous circumstances, with a view of fully developing its power, for which purpose it was made to ascend Star Hill, the steepest incline in the city, which has a rise of one in twelve. The entire surface of the roadway had previously been thickly covered with stones of the ordinary kinds used on macadamized roads. The steam roller commenced its work soon after ten o'clock and, notwithstanding the increased difficulties it had to surmount, by four o'clock in the afternoon it had made repeated ascents and descents of the hill, the entire surface of which was rolled completely smooth, and fit for the passage over it of the lightest vehicles.

Rollers of this kind have been in use in England for over two years, and have cost almost nothing for repairs. They have also been sent out to Bombay, for use in the construction of roads. They travel at the rate of about two miles per hour, and can be used, with a few moments' labor in changing, for stationary engines, in pumping, driving stone breaking machines, lifting weights, etc. In Sheffield the Borough surveyor reports that he has used the roller (one weighing twenty-eight tons,) to great advantage, both in the construction of new roads and in the crowning of old ones, and in preparing the foundations of streets. This latter fact is of special interest to our citizens. It shows a method by which all our pavements can be more improved than by any patent yet introduced. Even the cobble stone, if the stones were of moderate size, and were laid evenly on a surface well rolled by one of these powerful machines, would be far more comfortable and far more durable than the best stone pavement we now have; while the Nicolson or Scrimshaw, treated in this manner, would preserve their excellent qualities as long as the materials themselves would last. Nor need the process be confined to the preparation of the bed. Its advantages in that stage would be just doubled if it were used to bring the stones, whether cobble or blocks, to an even grade after they are laid. In laying these now, the most skillful laborers leave them subject to uneven support from below. A stone a little larger than its neighbors is driven down to their level, but, when so driven, rests on a harder bed than they, and when the wheel strikes it, it resists more completely, and soon is found projecting above the level, with "pitch

holes" commenced on either side of it. Had it been pressed down by a roller of fifteen tons' weight, which at the same time passed over its neighbors, the soil underneath would have received an even packing, and where it was pushed aside by the larger stones, would have been crowded under the adjoining ones—thus supporting all alike, and causing them to present a uniform and not easily disturbed surface. In this, too, lies the secret of durable Scrimshaw and Nicolson which, thus laid and rolled, would be certain of lasting until the material gave way.

Pavements having been thus prepared, the labor of cleaning and repairing, as well as the expense of using them, become very much lessened. Horses and vehicles last longer; larger loads and less freight become practicable; there is less dust, destructive to property and injurious to health; and, finally, the way is literally paved to the introduction of steam traction engines for the streets, which will make as great a revolution in traffic as did the locomotive.

On this point we subjoin the report of a test of a road traction engine, built for the War Department of England by the firm who are building the Prospect Park steam roller:

The requirements of the War Department were that the engine should be able to draw a load of not less than five tons on an ordinary road up an incline of one in twelve, and when working as a stationary engine, to drive a circular saw 3 ft. in diameter, with other conditions. The weight of the engine, with water, was not to exceed five tons, with fire box to burn either coal or wood. These conditions were fulfilled to the entire satisfaction of the inspecting officer, the engine driving the saw through a log of timber 14 inches square and 20 ft. in length, in a couple of minutes, with a boiler pressure of 35 lbs. to the square inch. The engine also drew a loaded wagon, weighing five tons, with the greatest ease, up Starhill, an incline of one in twelve, for 350 yards, the hill having been just previously covered with a thick coating of stones. The engine was fitted with a compensating arrangement upon the driving axle, which enables it to turn sharp curves, either to the right or left, without disconnecting either wheel. During the trials the engine was supplied, driven, and steered entirely by one lad, without any other assistance, and on Saturday the same lad drove the engine alone, from Strood to Brompton Barracks, through the crowded streets of Rochester and Chatham.

We ourselves expect in a few years to see Brooklynites bowling down to the ferries on a patent pavement laid with a steam roller, in carriages drawn by steam engines, at the rate of about eight miles per hour.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for five months of the year:

	1868.	1869.
Ashes, bbls.....	1,953	4,080
Breadstuffs—		
Wheat flour, bbls.....	864,405	898,387
Cornmeal, bbls.....	177,083	139,609
Wheat, bush.....	3,072,839	2,923,731
Rye, bush.....	208,528	104,504
Oats, bush.....	1,652,153	1,528,976
Barley, bush.....	659,932	288,111
Peas, bush.....	113,843	35,199
Corn, bush.....	6,878,890	2,739,191
Cotton, bales.....	339,159	310,894
Naval Stores—		
Crude turp, bbls.....	3,566	8,916
Spirits turp, bbls.....	18,837	23,382
Rosin, bbls.....	167,190	237,376
Tar, bbls.....	16,256	48,506
Pitch, bbls.....	2,302	1,469
Provisions—		
Pork, pkgs.....	70,697	62,787
Beef, bbls.....	33,412	47,559
Cutmeats, pkgs.....	56,285	59,950
Butter, pkgs.....	155,191	240,017
Cheese, pkgs.....	141,902	76,733
Lard, tcs. and bbls.....	64,384	46,433
Do., kegs.....	7,649	2,638
Whiskey, bbls.....	10,016	68,607
Petroleum, pkgs.....	231,926	322,296

Exports from New York to foreign ports of certain leading articles of domestic produce for five months of the year:

	1868.	1869.
Ashes, Pots, bbls.....	1,550	1,923
Do., Pearls, bbls.....	8	69
Beeswax, lbs.....	273,771	67,398
Breadstuffs—		
Wheat flour, bbls.....	387,464	392,623
Rye flour, bbls.....	4,268	1,809
Cornmeal, bbls.....	87,652	71,699
Wheat, bush.....	2,504,379	3,291,855
Rye, bush.....	153,093	.....
Oats, bush.....	38,059	39,651
Barley, bush.....	.....	.....
Peas, bush.....	42,141	44,561
Corn, bush.....	3,383,905	1,274,982
Candles, bxs.....	37,612	23,765
Coal, tons.....	20,188	34,489
Cotton, bales.....	202,239	152,962
Hay, bales.....	18,336	12,608
Hops, bales.....	254	27,690
Naval Stores—		
Crude turp, bbls.....	200	388
Spirits turp, bbls.....	3,750	7,108
Rosin, bbls.....	162,534	237,759
Tar, bbls.....	3,202	25,445
Pitch, bbls.....	1,607	1,872
Oils—whale, galls.....	155,676	2,209
Do., sperm, galls.....	175,190	257,710
Do., lard, galls.....	110,193	19,454
Do., linseed, galls.....	25,659	2,214
Provisions—		
Pork, bbls.....	46,966	32,747
Beef, bbls.....	11,348	11,890
Do., tcs.....	37,933	33,723
Cutmeats, lbs.....	21,932,090	26,198,892
Butter, lbs.....	454,592	390,036
Cheese, lbs.....	10,436,057	5,043,508
Lard, lbs.....	22,511,422	15,099,996
Rice, tcs.....	220	249
Do., bbls.....	8,005	1,707
Tallow, lbs.....	6,668,023	7,989,729
Tobacco, crude, pkgs.....	29,483	37,728
Do., manf., lbs.....	3,206,016	2,193,142
Whalebone, lbs.....	269,369	147,079
Petroleum, galls.....	17,104,398	22,669,373

Richmond and Petersburg Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers.....	\$70,965 05	\$72,068 37
" extra baggage & express freight.....	6,466 06	4,879 23
" U. S. mail.....	2,315 00	3,675 00
" freight.....	49,538 31	60,880 32
" miscellaneous.....	7,172 29	5,482 12
	\$136,456 71	\$146,985 04

Expenses, viz:

Repairs of road.....	\$16,443 47	\$16,852 36
" bridges.....	824 92	415 47
" depots, etc.....	2,172 95	2,267 57
" engines.....	5,361 10	6,351 83
" cars.....	9,128 99	7,078 75
" tools, etc.....	178 04	50 00
Oil, tallow and waste.....	1,961 15	1,225 38
Fuel.....	10,201 75	11,614 47
Train expenses.....	10,603 62	12,606 06
Depot.....	7,168 43	7,031 58
Officers' salaries.....	6,750 00	6,750 00
Stationery, etc.....	1,991 12	1,739 25
Insurance on buildings.....	1,435 39	1,431 55
Taxes.....	2,421 77	2,252 40
Loss and damage.....	110 50	657 77
Clover Hill transp. exp.....	4,485 33	3,800 00
All other expenses.....	1,394 56	6,850 09
	\$82,633 09	\$88,974 53

Net receipts.....\$53,823 62 \$58,010 51

In 1867 the extraordinary expenses, not included in the above, amounted to \$14,280 44—making the total expenditure in that year, \$96,913 53, and the net earnings, \$39,543 18. In 1868, the extraordinary expenses are included, and are as follows:

For new buildings.....	\$550 00
For new freight and coal cars.....	750 00
For reconstruction.....	3,356 77
For Petersburg extension.....	717 36

Total.....\$5,374 13

Deducting this sum will leave the total ordinary expenses, \$83,600 40, against \$82,633 09 in 1867; and the total expenses, \$88,974 53, against \$96,913 53. The gross receipts show an increase as compared with the previous year of \$10,528 33.

The report says:

This exhibit of the earnings of the road for the past fiscal year, very nearly reaching the annual receipts before the war, while it is not all that could have been wished, yet under the disadvantages we have had to encounter, growing out of the peculiar condition of the country, is better than was expected. The receipts show an increase over the previous fiscal year of \$10,528 33, and the expenditures a decrease of \$7,939, an improvement in net income of \$18,467 33. Moreover, every locomotive, except one now in the workshops for repairs, and which will soon be out, is in good running order; and the roadway and the motive power are in so much better condition than they have been since the close of the war, that we may expect, for some time to come, a still further diminution in the cost of their maintenance. The business of the road, too, since the first of July, has shown a considerable increase.

In order to enable the Clover Hill Railroad Company to compete with coals in other markets, the Board of Directors agreed to a reduction in the charge for transporting coal to the three points, Richmond, Petersburg and Osborne, the reduction to take effect on the 1st of October, 1868. A quantity of coal greater than heretofore is now furnished for transportation; and if the expectation held out as to the quantity which will be raised during the present fiscal year should be realized, it is hoped that both companies will find their advantage in these reduced rates.

The through freights over this road, to and from points south of Petersburg, continue to increase, and must ultimately become a valuable part of its business.

The through travel, also, has been greater this year than last; nor have we reason to anticipate any reduction in that source of income.

The bridge across the Cape Fear River at Wilmington, N. C., is in progress, and it is expected will be completed next Spring. This work when in use will add very greatly to the comfort and speed of that route.

The construction of the railroad between Raleigh, N. C., and Cheraw, S. C., has been resumed, and when finished will shorten the distance materially between Richmond and Augusta, Ga. And should the contemplated road between Cheraw and Columbia, South Carolina, be completed, that line will then furnish the shortest route to Augusta from Washington City; which will ensure to this company its full share of the travel to and from all the Atlantic States south of us.

Shortly after the adjournment of the called meeting of the stockholders in April last, application was made by several of those stockholders residing in the Northern States, whose stock had been sequestered and sold during the war, for the payment to them of the dividends which had accrued on their stock thus sold; which dividends had been paid to the purchasers under the sequestration sale. This question was referred by the board to eminent legal counsel, upon whose advice a settlement was made in accordance with the following resolutions:

Resolved, That for the dividends which accrued between the 30th day of June, 1861, and the 1st day of January, 1865, to any holder of the common stock of this company, who was prevented from collecting the same by being beyond the territorial limits or military control of the Confederate States, the President and Treasurer be, and are hereby authorized to issue to such stockholder, or to his personal representative or assignee, certificates of shares of the common stock of the company at par, computing such unpaid dividends at their value in gold at the dates when they were severally declared, together with the current market premium in Richmond on gold on the 1st day of January, 1867, and giving to such stockholder, as nearly as practicable, one share of such common stock for each hundred dollars of such dividends so computed.

Resolved, That in any case where the amount of such unpaid dividend accrued to any such stockholder shall be less than one hundred dollars, or where, after converting as nearly as practicable the amounts of such dividends into stock there shall remain a balance of the same less than one hundred dollars, the President and Treasurer of the company be, and are hereby authorized and instructed to issue to any such stockholder desiring it, a certificate, expressing on its face that the same shall be convertible at the option of the holder, at any time prior to the 1st day of January, 1877, into the common stock of the company, at par, whenever presented in sums of one hundred dollars, and shall, until so converted, bear from time to time a rate of interest equal to the rate of dividends, which shall, during the same time, be paid on such common stock of this company.

Under this authority, certificates were issued for one hundred and twenty-four shares, out of the shares of the capital stock of this company owned by itself, and bonds, convertible prior to the first day of January, 1877, into stock, were issued to the amount of \$1,296 23; thus satisfying every claim for dividends on the part of our Northern stockholders.

In carrying out the views of the stockholders as expressed at their last called meeting, the Board of Directors, under advice of counsel, have called upon all persons, so far as known to them, holding certificates of stock issued in lieu of the stock of non-resident stockholders which was sequestered and sold by authority of the Government of the Confederate States, to surrender such certificates, that they may be cancelled as null

and void; and have directed a bill in chancery to be filed against those holders who refuse to comply with this demand.

The officers of the company have labored diligently during the year to conduct its business judiciously and economically, and are entitled to commendation for a faithful discharge of their respective duties.

The company have six locomotives, 4 first class and 6 second class passenger cars, 3 baggage and mail, 2 express, 27 freight, 14 platform, and 90 coal cars; besides this company's proportion of 8 first class, and 4 second class passenger, 4 baggage and 4 express and mail cars, owned jointly by the three roads between Acquia Creek and Weldon. Number of miles run, 81,172, at a cost for repairs of about 8 cents per mile run. Number of passengers carried, 54,870, of whom 22,187 were through, 32,095 local, and 588 Clover Hill passengers. Number of passengers carried one mile, 1,154,190. In addition to the above, 4,701 were carried free. Tons of freight transported (including 24,307 tons of coal,) 45,531½.

GENERAL STATEMENT.

Cost of road and property from Richmond to Petersburg, including interest	\$922,822 39
Less loss by fire, April 3d, 1865	254,318 30
	\$668,504 09

Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars	45,539 09
Reconstruction of road	219,852 50
Land purchase	44,178 26

Debts due to the company:

This company's stock	\$3,772 56
Open accounts	43,292 91
Cash on hand	3,021 06
	50,086 53
Profit and loss	185,816 92
	\$1,213,977 39

Capital stock—

Subscribed by individuals	\$300,000 00
Converted loan stock at \$50	161,500 00
	\$461,500 00

Subscribed by the State, old	\$200,000 00
Do, new	185,600 00
	385,600 00

10,086 shares entitled to equal dividends	\$847,100 00
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Debts due by the company—

Convertible dividend bonds, 1867	\$1,296 23
Coupon bonds due July 1, 1875	13,500 00
Coupon bonds due June 1, 1875	93,500 00
Registered bonds due June 1, 1875	37,000 00
Coupon bonds due Sept. 1, 1870	175,000 00
	320,296 23
Bills payable	23,992 01
Open accounts	22,589 15
	\$1,213,977 39

President.—CHARLES ELLIS.

Directors.—R. B. Haxall, T. H. Wynne, Dr. D. W. Lassiter, I. Davenport, Jr., James H. Cox.

Treasurer.—M. W. YARRINGTON.

Mr. Robert Fitz Roy has completed his survey of the Honduras interoceanic railroad. From his report it appears that the total cost of constructing the road, 240 miles in length, will be \$1,885,413.

Queenstown, Harrington and Breakwater Railroad.

Messrs. J. M. Barry & Co., who have taken the contract to finish the Junction and Breakwater Railroad to Lewes, have also the contract for grading and building the road from Queenstown to Harrington. They will complete this end of the road by the first of August, and the Queenstown and Harrington road by first of next year. Then we shall have a direct route from New York by water to Lewes across the Peninsula by rail to the Chesapeake and thence to Baltimore, Annapolis and Washington. The prominent men of both States think this road will pay and become the great freight route from New York South. Lewes will be a coal depot from which coal may be shipped by water to any point. The men engaged in this enterprise have the money and intend to push it through. One thing is sure the road will develop a large and productive section of country and give them a cheap and short route to the great markets of the country.—*SASSEX (Del.) Journal*.

Dorchester and Delaware Railroad.

A number of gentlemen interested in the early completion of the Dorchester and Delaware Railroad from Seaford, Delaware, to Cambridge, Maryland, met several of the officers and directors of the Philadelphia, Wilmington and Baltimore and Delaware Railroads, in this city, on Wednesday, and entered into negotiations to secure the early completion of the road. The conference was very satisfactory and resulted in an arrangement by which the Delaware Railroad Company, backed by the Philadelphia, Wilmington and Baltimore Company, agree to render such assistance as is necessary for the immediate completion of the railroad to Cambridge in time for the transportation of this year's fruit crop in Dorchester County.—*Wilmington (Del.) Commercial*.

Railways in South America.

The last advices from Bolivia report that eighty miles of the Arequipa Railway are graded, and twenty-five miles of track laid, over which an engine runs regularly, transporting supplies from Mollendu to Cahuintala. There now remains only twenty miles of grading to be done.

The chief engineer of the projected railroad from Iquique to La Noria, in Peru, reports that work on the road has been already begun, and will be pushed forward to completion with all energy possible.

The progress on the Walkill Valley Railroad is such that its managers announce that it will be opened to New Paltz, by the 1st of September. When it reaches that point it will be within nine miles of Poughkeepsie, on the west side of the Hudson, and where a road of that length over a highly favorable route, will open a direct road from Poughkeepsie to the Pennsylvania coal fields, thus cutting off twenty miles of the distance by way of Newburgh.

A company has been organized at North Adams, Mass., to survey for a railroad from that village to the Boston and Albany Railroad in Hancock, under the style of the Hancock and North Adams Railroad Company.

The Treasurer of the State of Louisiana advertises that all coupons on the bonds of the State, of all classes, will be paid at maturity at the Bank of America, New York.

Thirty thousand dollars have been subscribed to the capital stock of the Sussex Railroad Company, with a view to the completion of the road to Franklin, and its extension to the New York State line.

Signal for Railroad Switches.

A new signal for railroad switches has been patented by Mr. R. Stewart, of Bordentown, Superintendent of Telegraphs of the United Railroad Companies between New York and Philadelphia, and G. M. Phelps, an electrician, of Williamsburg, N. Y. The apparatus consists of a red signal, which is elevated and lowered by an electrical current, passing through the wires connecting with a switch-situate nearly a thousand feet from the signal house. Whenever the switch is misplaced the red signal invariably shows itself. The first signal of this patent is in operation in Trenton and it is said to be completely successful.

Virginia State Debt.

From the information we have been able to gather, the Auditor of Public Accounts will not have on hand the funds with which to pay the interest on the State debt on the first of July next. This state of affairs is owing to the interruption of public business by the removal of all the civil officers in the State by act of Congress. The interest will be paid, however, by the first of August. The sum of \$625,000 was due the State of Virginia by delinquent sheriffs when Colonel Stanton was appointed auditor *ad interim*. He at once inaugurated steps to collect the money, and has received up to this time about \$300,000. Judgments will be obtained in a short time for the balance, and the whole amount will be collected.—*Richmond Enquirer*, 8th.

Tennessee Bonds.

The Nashville Press says that the money to pay the semi-annual interest on the Tennessee State bonds this July will have to be all borrowed. The semi-annual interest to be provided for is about \$1,100,000. The railroads provide about \$400,000 of this. The remaining \$700,000 must be provided for either by laws or by taxation. Not one railroad in the hands of receivers pays a cent in the Treasury in the way of interest to be provided for; the railroads ought to pay something over \$800,000. Instead of this they provide about half that sum.

Worcester (Md.) Railroad.

Captain Robert Irwin, of Baltimore, with his corps of engineers, arrived here to day to survey the Worcester Railroad. This will be happy news for all our people. It is to be hoped that the commencement of the work upon our road next week will be the beginning of the end shortly to be arrived at. We have no doubt those interested will find in the labors of Captain Irwin's surveyors all that they could desire, and will feel the importance of entrusting to him the construction of the road.—*Snow Hill Shield*, June 12.

The Jackson (Mich.) Patriot of May 26th, says: Work on the Grand River Valley Railroad, between Hastings and Grand Rapids, is progressing rapidly. Several miles of the road bed are already prepared, and track laying will commence as soon as the iron, which is on its way from New York, arrives. It is the intention of the officers of the company to have the road completed to Grand Rapids before the commencement of the State Fair.

The following gentlemen have been elected directors of the Schoharie Valley Railroad Company: Jacob Vroman, John G. Gebbard, Jr., Tobias Bouck, Samuel B. Stevens, William D. Gebbard and Charles Vroman.

The contractors have commenced work on the bridge over the Tallahatchie river at Panola, Miss.

Commerce of New York.

The foreign imports at New York for the month of May, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumpt'n.	\$10,244,318	\$12,514,151
Do. for warehousing....	10,541,079	12,876,181
Free goods.....	887,657	1,256,112
Specie and bullion.....	477,485	403,267

Total entered at port...	\$22,150,539	\$27,049,661
Withdrawn fr. wareh'gse	9,045,251	8,379,918

The foreign imports at New York for the five months from January 1, were:

	1868.	1869.
Entered for consumpt'n.	\$50,138,370	\$70,145,030
Do. for warehousing....	49,659,206	60,730,169
Free goods.....	4,170,900	6,594,957
Specie and bullion.....	3,200,789	9,097,255

Total entered at port...	\$107,169,265	\$146,567,411
Withdrawn fr. wareh'gse	45,263,272	45,382,895

The foreign imports at New York for the eleven months ending May 31, were:

	1868.	1869.
Six months.....	\$116,072,182	\$123,552,971
January.....	15,418,571	22,542,529
February.....	20,818,337	25,827,280
March.....	26,512,934	34,793,290
April.....	22,268,884	36,854,651
May.....	22,150,539	27,049,661

Total for 11 months...	\$223,241,447	\$270,120,382
Deduct specie.....	4,950,432	12,143,744

Total mdse.....\$218,291,015 \$257,976,638

The duties received at New York for eleven months ending with May, were:

	1868.	1869.
Six mos.....	\$54,731,301 44	\$57,845,963 97
Jan.....	7,133,428 42	9,615,894 43
Feb.....	9,696,752 39	11,996,628 46
March.....	11,195,861 33	13,027,672 02
April.....	10,023,029 37	10,727,099 86
May.....	9,723,476 45	9,688,820 34

Total 12 months..\$102,503,849 40 \$112,902,079 08

The exports from New York to foreign ports in the month of May, were:

	1868.	1869.
Domestic produce.....	\$14,297,029	\$15,443,499
Foreign free goods.....	183,986	49,261
Do. dutiable.....	852,544	583,846
Specie and bullion.....	15,936,231	2,512,330

Total exports.....	\$31,269,790	\$18,588,936
Do. exclusive of specie.	15,333,559	16,076,606

The exports from New York to foreign ports for five months from January 1, were:

	1868.	1869.
Domestic produce.....	\$68,466,768	\$65,237,062
Foreign free goods....	371,303	97,689
Do. dutiable.....	3,268,064	2,717,486
Specie and bullion.....	37,279,972	13,116,362

Total exports.....	\$100,386,107	\$81,168,779
Do. exclusive of specie	72,106,185	68,052,417

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May 31, were:

	1868.	1869.
Six months.....	\$91,143,385	\$80,651,068
January.....	14,448,327	13,153,017
February.....	14,021,589	10,824,812
March.....	13,563,450	12,588,895
April.....	14,739,210	15,409,087
May.....	15,333,559	16,076,606

Total mdse.....	\$163,249,520	\$148,703,485
Exp. of specie.....	64,486,258	34,854,361

Total exports 11 mos..\$227,735,778 \$183,557,846

Frederick and Pennsylvania Line R. R.

The contracts for the building of this road have been awarded as follows: Ten sections to Mr. M. McCabe, of Frederick city; seven sections to Messrs. B. B. Gordon & Son, of Lancaster, county, Pa., and nine sections to Mr. Samuel Smith, of Carroll county—26 sections in all, each section embracing a fraction over a mile. The road from the State line to Littlestown will be built by the Littlestown and Hanover Railroad Company. The contractors will enter upon their work about the middle of July, and are obligated to complete the road by May 1870. The expenditure involved for the purchase of the right of way is comparatively small. Three-quarters of the way have already been secured at a very trifling cost, the owners of the land having met the company in a most generous spirit. The right of way to be yet secured lies between Frederick city and Woodsboro'.

Greenville and Columbia Railroad.

The earnings of this road for the year ending December 31, 1868, were as follows:

From freights.....	\$228,726 27
" passage and extra.....	103,384 35
" government transportation.....	1,898 35
" mails.....	11,535 00
	\$345,543 97

Expenses, viz:

Maintenance of way.....	\$71,689 47
Conducting transportation.	43,885 06
Motive power.....	70,105 28
Maintenance of cars.....	20,943 02
General expenses.....	9,608 39
	216,231 22

Net earnings.....\$129,312 75

Included in the above is \$20,000 for expenses incurred in building and rebuilding locomotives and cars, rebuilding bridges and trestles, excess of wood purchased and paid for over what was consumed, restoration of property destroyed by the war, and the permanent improvement of the road which formed no part of the ordinary repairs or working expenses.

The net earnings (\$129,312 75) are accounted for by the payment of accounts chargeable to maintenance of way and conducting transportation prior to 1868, and in the reduction of the amount of bills payable, and increase of cash on hand as compared with the previous year.

The receipts and disbursements during the year ending December 31, 1868, were as follows:

Receipts:	
Balance on hand January 1, 1868....	\$22,058 86
Income of road.....	341,365 13
Bills payable.....	3,277 40
2d mort. certificates of indebtedness..	1,740 83
Materials, etc., on hand Jan. 1, 1868..	16,433 67
	\$384,825 89

Disbursements:

Bills payable.....	\$27,972 09
Interest, etc.....	1,971 06
Profit and loss.....	1,318 25
Expenses 1868, and prior.....	286,293 94
Materials, etc. on hand.....	17,393 44
Cash on hand December 31, 1868....	49,877 11
	\$384,825 89

The pay rolls for the year for labor and salaries, have all been paid, and the material used has all been paid for.

The gross earnings show an increase over those

of the previous year of \$75,766 50; and the expenses an increase of \$46,257 32. For the present year the indications are that the earnings of the road will be largely in excess of those for 1868. For the first quarter of 1869, ending March 31, the gross earnings were \$120,677 56, while for the corresponding months of 1868 they were \$103,772 16—being an increase of \$16,905 40. The report says:

Since the 1st of January last, 250 tons of new rail, (fifty pounds to the yard,) have been purchased and is now being laid down, to replace some of the flange rail on the upper end of the line. This has been partly paid for in old iron on hand and to be taken up, and the balance in cash. This will improve that part of the track materially, and, by prudent management, it is believed that much of the worn iron may be replaced in the same way, in a few years, without reducing the net income below a point which will be necessary to meet all expenses and pay all the interest on the bonded debt, when re-adjusted, promptly as it matures.

During the year, there were put into the road 65,262 cross-ties, and stringers, including 8,497 put into the Blue Ridge Road. There were also 995,992 feet of lumber used during the year for the various purposes for which it was required. And it is presumed that an equal amount will be required for the present year.

The Blue Ridge Railroad from Anderson to Walhalla is still being worked by our company, upon the same terms and conditions as at the date of your last annual meeting. It is expected that the Blue Ridge Railroad Company will very soon desire to terminate the lease and commence to work it themselves. The business of that part of the road has about doubled in the amount of its earnings since the commencement of our lease, which is some slight indication of what may be expected when the entire line is completed to Knoxville; an event which we should look anxiously forward to, and which we have reason to believe will be accomplished in a very few years, or as soon as it can be done in the ordinary course of railroad construction.

The road with its branches, is 164 1/4 miles in length, and cost, with its outfit, depots, real estate and machine shops.....	\$3,081,213 52
Stocks held in other railroad companies.....	80,495 00

Cost of road and property.....	\$3,161,708 52
Capital stock paid in by individuals and the State.....	1,510,374 54

Cost of road and property over capital stock paid in.....\$1,651,333 98

To provide for the difference between the cost of the road and the capital stock paid in, the company issued their bonds, bearing date from January, 1852, to March, 1854, respectively, having ten years to run, for \$800,000; and in order to give them a higher market value, on the 18th January, 1854, they executed to Charles M. Furman, as trustee, a mortgage upon their entire property to secure their payment. They subsequently issued their bonds, bearing date July, 1855, and July, 1858, respectively, also having ten years to run, for \$600,000. There was no mortgage or other lien executed to secure the payment of this latter class of bonds. By this it will be seen that the original bonded debt of the company contracted exclusively in building the road was \$1,400,000. There was, however, a floating debt then due by the company, which was not funded.

In January, 1861, when the bonds secured by mortgage were approaching maturity, the company applied to the Legislature for aid, and on the 28th day of January 1861, an Act was ratified directing the endorsement of the guarantee of the State upon the bonds of the company to the amount of \$900,000, providing that the bonds so guaranteed should be used for no other purpose

than for funding a floating debt of the company, then due, of \$100,000, and for taking up and retiring the \$800,000 of bonds secured by mortgage then approaching maturity. The company commenced at once to re-adjust their mortgage debt in accordance with the provisions of the Act; and there can be no doubt but that they would have succeeded without difficulty but for the war, and the confusion and suspension of all kinds of business caused by it.

At the end of the war, they found their mortgage debt only partly re-adjusted, their debt outside the mortgage rapidly approaching maturity, a large interest account accumulated, their road seriously injured and broken up, their depots and bridges burnt, and the country looked to for patronage prostrated. Under these circumstances, disheartening as they appear, the company went to work to rebuild their road, and again applied to the Legislature for aid. On the 20th December, 1866, an Act was ratified authorizing an additional endorsement of their bonds to the amount of \$350,000 to fund the interest on their mortgage and guaranteed debt at par, and \$250,000 to re-adjust their bonded debt outside the mortgage of \$600,000, with the interest upon it, at the rate of one dollar for three. These two Acts of the Legislature contemplated the guarantee by the State of the bonds of the company to the amount of \$1,500,000, which was sufficient at that time to arrange their whole bonded debt, and that hereafter the company would owe but one class of bonds, and those guaranteed by the State; and would have but one mortgage or lien upon their property, and that to the State.

A statutory lien to the State was contained in each Act upon all the property of the company as security for the guarantee. The company again proceeded to fund their interest and re-adjust their bonded debt, with a fair prospect of success, when the Convention, which convened in Charleston to frame a Constitution, passed an Ordinance suspending all Acts of the Legislature passed since December 20th, 1860, lending the name and credit of the State to corporations, until they were re-enacted and declared of force by a subsequent Legislature. This being the only company whose bonds had been guaranteed under an Act passed subsequent to the date mentioned, it was framed and passed with special reference to them. The operations of the company was again interrupted, and they were forced to suspend the funding of their interest, because, without the endorsement of the State they could not fund it in the same security which the holders then held. Application was then made to the present Legislature, and on the 6th of February, 1869, an Act was ratified, validating and re-enacting the previous Acts, and declaring them of force. The company is again in condition to proceed in the re-adjustment of their debt, with a prospect, it is believed, of not being again interfered with or annoyed. The Board of Directors, at a meeting held on the 4th day of March last, adopted a resolution signifying their acceptance of the Act recently passed and directed that a copy of the resolution be furnished to the Comptroller-General and Secretary of State, in accordance with the requirements of the Act, which was done. Your concurrence in that resolution is respectfully requested.

In the meantime, during all their difficulties, the company has gone steadily forward in the rebuilding and improving of their road and property, whilst their income has been as steadily on the increase. It has certainly ceased to be a question now as to whether they will be able to pay their interest and operate their road successfully; and the holders of their bonds past due are respectfully invited to come forward and renew them, and take others endorsed by the State. They are now paying their six months' interest upon their mortgage and guaranteed debt falling due on the 1st day of January, 1869, and funding all interest maturing previous and up to July 1, 1868, in their bonds guaranteed by the State.

The following is a statement of the bonded debt of the company on the 1st day of January last:

First mortgage bonds outstanding...	\$320,500 00
Interest on same to January 1, 1869..	117,825 00
Coupons outstanding on first mortgage bonds	22,032 50
Interest on same to January 1, 1869..	8,357 53
	<hr/> \$468,215 03
Guaranteed bonds issued under Act of 1861	\$629,500 00
Coupons on same to Jan. 1, 1869	86,117 50
Interest on same to Jan. 1, 1869	10,242 73
	<hr/> 725,860 23
Guaranteed bonds and certificates of indebtedness issued under Act of 1866	\$246,618 52
Coupons on same to Jan. 1, 1869	17,263 30
Interest on same to Jan. 1, 1869	604 22
	<hr/> 264,486 04
Bonds outstanding not secured by mortgage	\$485,500 00
Interest on face of same from maturity to Jan. 1, 1869	73,272 50
Coupons outstanding on same	120,715 00
Interest on same to Jan. 1, 1869	29,292 19
	<hr/> 708,779 69
Bonds and certificates of indebtedness issued under 2d mort. ..	\$50,683 68
Coupons on same to Jan. 1, 1869	3,547 86
Interest on same to Jan. 1, 1869	124 17
	<hr/> 54,355 71
Total amount of bonded debt and interest, January 1, 1869 ..	\$2,221,696 70
This will be reduced by the funding of non-mortgage bonds and coupons at one for three	472,519 78
	<hr/>
Correct amount of funded debt when re-adjusted	\$1,749,176 92

The litigation in reference to the foreclosure of the mortgage, together with that commenced by the guaranteed bondholders for their own protection, and also by the Attorney-General for the protection of the State, remains unchanged since your last annual meeting. It is hoped that the parties who commenced the suit, will see that it is to their interest (as it certainly is) to withdraw it, and accept the terms of the company for the renewal of their bonds, and thereby aid them in the re-adjustment of all their past due debt. This course would relieve all the parties of much annoyance and be to the interest of all concerned, because when that is done, and it is evident that the company will be able to continue the payment of their interest promptly as it matures, which is certainly now clearly demonstrated, the guaranteed bonds will advance in market to a price much above the first mortgage bonds which have not been exchanged.

The length of the main line, from Columbia to Greenville, S. C., is 143¼ miles; Abbeville Branch (Cokesburg to Abbeville) 11½ miles; Anderson Branch (Belton to Andersonville) 9½ miles—total length of road and branches, 164¼ miles. The company also operate, under lease, the Blue Ridge Railroad (from Anderson to Walhalla) 33 miles. The equipment of the road consists of 19 locomotives (of which 13 are effective and 6 to be rebuilt); 6 first class and 5 second class passenger cars, 4 conductors', 4 mail and baggage, 66 box, 26 platform, 7 stock and 11 gravel cars. Miles run by locomotives, 223,044; number of passengers carried, 45,214; number of bales of cotton carried, 45,111—showing an increase in mileage

of 89,172; in passengers carried of 13,013; and in bales of cotton transported, 15,828.

BALANCE SHEET.

Capital stock	\$1,510,374 54
Company's 7 per cent. bonds, (first mort. and non-mort.) ..	\$885,500 00
Company's 7 per cent. bonds, first guarantee by the State	550,000 00
Company's 7 per cent. bonds, second guarantee by the State	31,500 00
Company's 7 per cent. bonds, second mort. ..	43,000 00
Certificates of Indebtedness guaranteed by the State	215,118 52
Certificates of Indebtedness under 2d mort. ..	7,683 68
	<hr/> 1,732,802 20
Bills payable, etc.	55,025 58
	<hr/>
Cost of road	\$3,298,202 32
Locomotives and cars	\$2,696,461 54
Real estate	863,680 36
Bills receivable	21,072 62
Stock Laurens R. R. Co. ..	\$2,617 23
Stock S. & U. R. R. Co. ..	4,420 00
Stock B. R. R. Co.	68,075 00
	<hr/> 8,000 00
	<hr/> 83,112 23
Materials for work shops, etc.	17,393 44
Cash, balance (receipts and cash, December 31, 1868)	49,877 11
Profit and loss	66,606 02
	<hr/>
	\$3,298,202 32

President.—H. P. HAMMETT.

Directors.—H. T. Farmer, J. W. W. Marshall, J. P. Reed, J. L. Orr, Alexander McBea, B. F. Perry, Daniel Brown, Wm. A. Courtenay, C. W. Montgomery, Simeon Fair, F. A. Conner, L. D. Childs.

Superintendent.—JAMES O. MEREDITH.

Treasurer.—J. G. EDWARDS.

Auditor.—C. V. CARRINGTON.

Monongahela Valley Railroad.

Chief Engineer Sigismund Lowe and his party, who six weeks ago began the preliminary survey of a route to the State line for the Monongahela Valley Railroad, have returned to the city, having completed their work. The line of grade to Monongahela City, nineteen and a half miles, is the same as that of the Pan Handle road. The entire route to the State line—eighty-seven miles—is of very light grade, and there will be very few cuts and not a tunnel, thus rendering the road easy of construction. In fact, it is pronounced one of the most feasible railroad routes in the country. The route follows the Monongahela river the entire distance, striking the State line at the Vanzant farm.—Pittsburg Chronicle.

Coal Shipped Back to Pennsylvania:

We learn on excellent authority that one thousand tons of coal are now being shipped at Newburg, N. Y., to Easton, Pa., it is supposed for the use of the Pennsylvania iron furnaces. Mr. Pardee, an extensive coal miner, residing near Easton, is also shipping a large quantity of coal by the Morris canal from Hoboken to Easton, at a freight of 70 cents per ton, besides the canal tolls, which will amount to about the same sum per ton.

This "carrying coals to Newcastle," contrary to the laws of supply and demand, is but an incident of the outrageous method resorted to by the monopolists to keep the price of coal at extravagant rates.—Newark Journal, 8th.

The city of Calais, Me., has voted to grant a subsidy of \$15,000 to aid the Houlton Branch Railway. This secures the construction of the road, and also the building of a bridge across St. Croix river, between Calais and St. Stephen, New Brunswick.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,300,000	J.A.J.&O	Apr. '69 3	Portl., Saco & Portsmouth...100	1,500,000	J. & D.	Jun. '69 3
Allegheny Valley...50	2,000,000			Bannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '69 5
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4	Do. do pref.100	5,233,830			Raleigh and Gaston...100	2,400,000	A. & O.	Oct. '68 34
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa...50	116,850	M. & N.	May '69 5	Rensselaer and Saratoga...100	2,000,000		
Atlantic & Gt. Western...50	25,879,923			Housatonic...100	820,000			Richmond and Danville...100	847,100		
Do. pref.50	1,919,000			Do. pref.100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	1,041,800		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jan. '69 2	Hudson River...100	13,937,100	S. & O.	Apr. '69 4	Rich. Fred. and Potomac...100	88,450		
Augusta and Savannah...100	733,700	J. & J.	Jan. '69 34	Huntingdon & B'd Top...50	494,280			Rockport...100	2,400,000		
Baltimore and Ohio...100	16,167,962	A. & O.	Apr. '69 4	Do. pref.50	190,750	J. & J.	Jan. '68 34	Rome, Watert. and Og'n...100	2,400,000	J. & J.	July '69 5
Do. Washington Br...100	2,660,000	A. & O.	Apr. '69 5	Illinois Central...100	23,415,780	F. & A.	Feb. '69 5	Rutland preferred...100	2,300,000	F. & A.	Feb. '69 34
Baltimore City Passenger...100	670,000	J. & J.	Jan. '69 3	Indianapolis, Cin. & Lafay...50	6,185,897	M. & S.	Sep. '67 4	St. L., Alt. and T. Haute...100	2,000,000	Annual	June '69 1
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '68 3	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 5	Sandusky and Cincinnati...100	2,089,000		
Bellevue Line...100	4,420,000	F. & A.	Feb. '68 34	Joliet and Chicago...100	1,500,000	J.A.J.&O	Apr. '69 11	Do. pref.100	445,596	M. & N.	May '69 3
Belvidere Delaware...100	996,250			Joliet & North Indiana...100	300,000	J. & J.	July '68 4	Sand, Mansf. and Newark...100	901,341		
Berkshire...100	600,000	J.A.J.&O	Apr. '69 11	Lackawanna & Bloomb...50	1,335,000			Savannah and Charleston...100	1,000,000		
Blossburg & Corning...50	250,000	J. & D.	Dec. '68 24	Leeds and Farmington...50	2,158,665	J. & J.	Jan. '67 6	Schuykill and Susquehanna...100	1,239,150		
Boston and Albany...100	13,726,100	J. & J.	Jan. '69 5	Lehigh and Mahanoy...50	8,739,800	M. & N.	May '67 5	Second and Third St. (Ph.)...50	203,757	J. & J.	Jan. '69 3
Boston and Chelsea...100	110,000	A. & O.	Apr. '69 4	Lehigh and Susquehanna...50	494,280	J.A.J.&O	Apr. '69 24	Schuykill Valley...50	576,050	J. & J.	Jan. '69 24
Boston, Concord & Mont...100	459,400			Lehigh Valley...100	10,731,400	J. & J.	Jan. '69 4	Seaboard and Roanoke...100	683,200		
Do. pref.100	1,340,400	M. & N.	May '69 3	Lehigh Luzerne...50	344,650	J. & J.	Jan. '69 4	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Boston and Lowell...500	1,891,500	J. & D.	Dec. '68 4	Lexington & Frankfort...100	514,646	J. & J.	Jan. '69 3	Shamokin V. and Pottsv...50	689,450	F. & A.	Feb. '69 3
Boston and Maine...100	4,076,974	I. & J.	July '69 5	Little Miami...100	3,572,400	J. & D.	Jun. '69 34	Shore Line...100	684,000	J. & J.	Jan. '69 3
Boston and Providence...100	3,360,000	J. & J.	Jan. '69 4	L. M. & C. and X. (Joint)...100	1,804,397	J. & D.	Jun. '69 5	Sixth Avenue (N. Y.)...100	760,000	M. & N.	May '69 3
Bradford (South Boston) 50	326,000	J.A.J.&O	Apr. '69 2	Little Schuylkill...50	2,461,100	J. & J.	Jan. '69 44	Somerville...100	5,819,275		
Brooklyn & 7th Av. (N. Y.) 10	2,100,000	J. & J.	Jun. '69 4	Lomb. and South St. (Ph.) 25	90,000	F.M.A.N.	Aug. '66 2	South Carolina...100	258,686		
Brooklyn City...100	399,800	F. & A.	Feb. '69 34	Long Island...50	3,000,000			South Shore...100	3,205,400	F. & A.	Aug. '68 3
Brooklyn City & Newt'n...100	1,100,000			Long Branch & Sea Shore...50	95,194	N.Y. & N.J.	Nov. '67 10	Staten Island...100	660,000	J. & J.	Jan. '67 4
Buffalo, Bradford & Pitts...100	1,000,000			Louisv. Cin. and Lex. pr.100	211,122	J. & J.	Jan. '69 44	Stony Brook...100	267,300	M. & N.	May '69 3
Buff. New York & Erie...100	950,000	M. & N.	Nov. '68 34	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '69 3	Stenberville and Indiana...100	1,483,700		
Buffalo and Erie...100	5,000,000	F. & A.	Feb. '69 4	Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 4	Stockbridge & Pittsfield...100	445,700		
Cambridge Horse (Boston) 100	747,800	A. & O.	Apr. '69 44	Louisv. N. Alb. & Chicago...100	2,900,000			Summit Branch...50	250,000	J. & J.	Jan. '69 5
Camden and Amboy...100	7,921,412	F. & A.	Feb. '69 5	Lowell and Lawrence...100	200,000	A. & O.	Apr. '69 3	Syr. Bingham. and N. Y...100	1,314,130		
Camden and Atlantic pref. 50	600,000			Macon and Western...100	2,000,000			Taunton Branch...100	250,000	J. & J.	Jan. '69 4
Camden & Burlington Co. 100	331,000			Mahanoy & B'd Mount...50	1,676,915	M. & N.	May '69 5	Tennessee and Alabama...100	596,922	J. & J.	Jan. '69 6
Cape Cod Branch...50	721,926	J. & J.	Jan. '69 34	Maine Central...100	1,600,800			Terre Haute and Indiana...100	1,760,000		
Cape May and Millville...100	447,400	J. & D.	Jun. '69 3	Manchester & Lawrence...100	1,000,000			Third Avenue (N. Y.)...100	1,760,000	J. & J.	Jan. '69 6
Catawissa...50	1,150,000			Marietta & Cincinnati...50	3,618,374			Thirtieth and Fif. (Ph.) 50	2,700,000	J. & J.	Jan. '68 1
Catawissa pref.50	2,200,000	M. & N.	May '69 34	Do. pref.50	6,586,135	M. & S.	Sep. '68 3	Tol. Peoria and Warsaw...100	2,700,000		
Cayuga & Susquehanna...50	589,110			Do. 2d pref.50	4,051,744	M. & S.	Sep. '68 3	Troy and Boston...100	67,111	J. & D.	Jun. '67 34
Cedar Rapids & Mo. pref.100	755,000	M. & N.	May '69 34	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '68 3	Troy and Greenbush...100	274,000		
Central of Georgia...100	4,666,800	J. & J.	July '69 5	Memphis and Ohio...100	570,000			Union Transp'n (Bos.)...100	200,000		
Central of New Jersey...100	13,768,690	J. & J.	Jan. '69 24	Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '69 15	Union (Philad.)...100	291,478	J. & J.	Jan. '69 3
Central Ohio...100	2,600,000	J. & D.	Dec. '68 3	Michigan Central...100	8,477,366	J. & J.	Jan. '69 15	Utica and Black River...100	834,400	J. & J.	Jan. '69 4
Do. pref.100	400,000	J. & D.	Jun. '69 3	Mich. So. & North Ind...100	10,059,400	F. & A.	Feb. '69 4	Vermont and Canada...100	2,500,000	J. & D.	Jun. '69 4
Cen. Park, N. & E. River...100	970,000			Do. guaranteed 100	686,500			Vermont Central...100	5,000,000		
Chenango...100	380,000	J.A.J.&O	Apr. '69 24	Middlesex (Boston)...100	400,000			Vermont and Massachusetts...100	2,500,000	J. & J.	Jan. '69 2
Cheshire, preferred...100	2,017,925	Annual	Jan. '69 4	Mill Creek and Minehill...50	323,375	J. & J.	Jan. '69 4	Vicksburg and Meridian...100	357,408		
Chicago and Alton...100	5,141,800	M. & S.	Mar. '69 5	Millville and Glassboro...100	405,200	F. & A.	Aug. '67 6	Virginia Central...100	2,355,676	F. & A.	Feb. '69 3
Chicago and Burlington...100	2,425,400	M. & S.	Mar. '69 15	Milw. & Prairie du Chien...100				Virginia and Tennessee...100	3,497,971		
Chicago, Burl. & Quincy...50	12,500,000	M. & S.	Jan. '69 5	Do. 1st pref.100				Western Union...100	2,707,693		
Chicago, Iowa & Nebras...100	2,600,000			Do. 2d pref.100				West Jersey...100	804,150		
Chicago and Milwaukee...100	2,237,000			Milw. & St. Paul...100	7,151,069	J. & J.	Jan. '69 14	West Philadelphia...100	248,100	J. & J.	Jan. '69 5
Chicago & N. Western...100	14,556,576	J. & D.	Jun. '69 5	Do. pref.100	6,188,272	J. & J.	Jan. '69 14	Winchester and Potomac...100	1,465,776		
Do. pref.100	16,356,287	J. & D.	Jun. '69 5	M. Hill & Schuylk. Haven...50	3,775,000	J. & J.	Jan. '69 4	Warren...100	1,647,650	J. & J.	Jan. '69 34
Chicago, R. I. & Pacific...100	14,000,000	Apr. '69	Apr. '69 5	Mobile and Ohio...100	3,762,400			Worcester and Nashua...75	1,622,500	J. & J.	Jan. '69 34
Cin. Ham. & Dayton...100	3,621,664	Apr. '69	Apr. '69 5	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67 4				
Cincinnati City Passenger...100		J'n & J'y	Jan. '68 34	Morris and Essex...50	3,616,350						
Do. Street...100		J. & J.	Jan. '69 34	Mt. Carbon & Ft. Carbon...50	282,350	M. & N.	May '69 5				
Citizens' Passenger (Phil.) 50	192,750	J. & J.	Jan. '69 3	Nashua and Lowell...100	720,000	J. & J.	Jan. '69 5				
Clev. Col. Cin. & Ind...100	10,450,000	F. & A.	Feb. '69 34	Nashville & Chattanooga...100	2,056,544	F. & A.	Feb. '69 5				
Cleveland & Mahoning...50	2,056,400	M. & N.	May '69 34	Naugatuck...100	546,000	F. & A.	Feb. '69 5				
Cleveland & Ashtn...100	8,750,000	J. & J.	Jan. '69 44	New Bedford & Taunton...100	500,000	J. & J.	Jan. '69 4				
Cleveland and Pittsburgh...50	5,424,091	J.A.J.&O	Apr. '69 2	New Haven & N. London...100	738,538						
Cleveland and Toledo...50	5,000,000	J. & J.	Jan. '69 44	N. Haven & Northampton...100	1,244,000	F. & J.	Jan. '68 3				
Col. Chi. & Indiana Can...100	11,420,000			New Jersey...100	6,000,000	F. & A.	Feb. '69 5				
Columbus and Xenia...50	1,786,200	J. & J.	Jun. '69 34	New London Northern...100	885,000	M. & S.	Sep. '68 4				
Concord...100	1,500,000	M. & N.	May '69 5	New York Central...100	23,795,000	F. & A.	Aug. '69 4				
Concord & Portsmouth...100	350,000	J. & D.	Dec. '68 34	Do. Int. certificate...100	22,329,600	F. & A.	Aug. '69 4				
Coney Island & Brooklyn...100	600,000			New York and Harlem...50	1,285,050	J. & J.	July '69 4				
Conn. & Passumpsic Rivers 100	139,000			Do. pref.50	1,600,000	J. & J.	July '69 4				
Do. do pref.100	1,822,100	J. & J.	Jan. '69 3	New York & New Haven...100	6,000,000	J. & J.	Jan. '69 5				
Connecticut River...100	1,700,000	J. & J.	Jan. '69 5	N. Y. Provid. & Boston...100	2,000,000	J. & J.	Jan. '69 34				
Cumberland and V...50	1,316,900	A. & O.	Oct. '68 4	Nieg. Bridge & Canada...100	1,000,000	J. & J.	Jan. '69 3				
Danbury and Newr...100	400,000			Ninth Avenue...100	797,400						
Dayton and Michigan...100	2,392,261			North Carolina...100	4,000,000						
Delaware...50	694,280	J. & J.	Jan. '69 3	Northern Central...100	4,645,900	F.M.A.N.	May '69 2				
Del. Lackaw. & Western...50	13,386,020	J. & J.	Jan. '69 5	North Eastern (S.C.) pref.100	135,000						
Des Moines Valley...100	1,820,200			Northern of N. Hampsh...100	3,000,400	J. & D.	June '69 4				
Detroit & Milwaukee...100	1,047,350			Norwich & Worcester...100	3,150,150	J. & J.	Jan. '69 5				
Do. pref.100	1,500,000			Ogdensburg & L. Champl'n...100	2,383,600	J. & J.	Jan. '69 3				
D. Dock, R. B'dw. & Bat...100	1,200,000			Do. pref.100	3,024,000	J. & J.	Jan. '69 3				
Dubuque and Sioux City...100	1,673,641	Annual	July '69 34	Ohio and Mississippi...100	1,994,900	A. & O.	Apr. '69 4				
Do. do pref.100	1,987,351	J. & J.	July '69 34	Do. pref.100	20,000,000						
Eastern (Mass.)...100	3,883,300	J. & J.	Jan. '69 4	Oil Creek & Allegheny R...50	5,500,000	J. & D.	Jun. '69 34				
Eastern (N. H.)...100	492,500	J. & J.	Jan. '69 4	Old Colony & Newport...100	4,848,520	J. & J.	Jan. '69 3				
East Pennsylvania...100	654,600			Orange and Newark...100	281,550						
East Tenn. and Georgia...100	2,389,730			Oswego and Syracuse...50	482,400	F. & A.	Feb. '69 4				
East Tenn. and Virginia...100	657,800			Pacific of Missouri...100	361,415						
Eighth Avenue (N. Y.)...100	1,000,000	J.A.J.&O	Apr. '68 4	Panama...100	7,000,000	J.A.J.&O	Apr. '69 6				
Elm. Jeffers & Canand...100	500,000	F. & A.	Feb. '69 24	Paterson and Ramapo...100	245,500	J. & J.	Jan. '69 34				
Elmira & Williamsport...50	800,000	M. & N.	Nov. '68 24	Paterson and Hudson Riv...100	630,000	J. & J.	Jan. '69 34				
Do. do pref.50	500,000	F. & A.	Feb. '66 4	Pennsylvania...100	21,045,750	M. & N.	May '69 5				
Erie Railway...100	57,765,500	F. & A.	Feb. '66 4	Peoria & Bureau Valley...100	1,200,000	A. & O.	Apr. '69 6				
Do. pref.100	8,539,910	Annual	Jan. '68 7	Philadelphia and Erie...100	5,996,700	J. & J.	Jan. '68 3				
Erie & Pittsburgh...100	6,430,000			Do.							

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1860.....	475,641	433,279	385,991	412,521	464,507	493,243	466,808	568,589	533,150	599,670	474,056	388,573	5,696,119
1861.....	377,852	380,190	459,555	407,018	465,102	383,396	400,550	461,870	483,177	483,917	474,134	360,641	5,167,371
1862.....	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,010	.....	.....
Chicago and A. ton:													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252,015	2,770,484
1865.....	280,503	275,283	299,063	296,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,633	366,223	323,030	271,247	3,695,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	568,101	486,190	503,746	409,569	301,701	4,508,643
1869.....	339,762	304,828	303,648	331,149	345,556	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,574	375,860	324,865	336,617	321,037	3,095,470
1865.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,459	307,523	270,073	201,779	3,313,514
1866.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	290,268	3,466,922
1867.....	292,047	224,021	272,454	268,369	297,625	276,681	297,513	444,024	506,403	599,549	442,275	377,053	4,568,614
1868.....	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	569,900	401,100	381,400	4,541,973
1869.....	333,300	308,200	398,700	362,900	419,100	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,611	647,842	7,976,490
1866.....	523,506	390,917	523,745	537,519	588,948	925,983	808,524	797,475	1,000,096	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,460	1,265,831	1,518,483	1,574,906	1,135,364	1,001,592	13,443,765
1869.....	871,218	827,284	1,149,258	1,092,378	1,269,934	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1866.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868.....	1,031,320	901,782	1,136,994	1,263,742	1,163,612	1,089,605	1,093,943	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	436,433	457,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	517,536	523,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,063	505,296	505,465	411,005	569,250	567,679	480,626	678,253	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,129	524,871	417,071	404,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	7,817,920
1869.....	681,656	568,783	711,559	595,355	655,047	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	98,517	91,666	103,558	109,526	111,033	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	382,360	348,048	3,302,543
1864.....	256,600	304,445	398,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,506	4,120,152
1865.....	363,996	366,361	413,074	365,190	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867.....	305,857	311,088	396,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,634	4,663,103
1868.....	362,021	338,355	381,497	455,983	400,486	365,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1869.....	378,781	363,881	453,481	473,544	445,792	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,563	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866.....	282,439	285,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	380,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,850	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,526	390,671	4,569,251
1869.....	384,129	320,636	386,527	411,514	403,646	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	458,323	5,683,608
1868.....	350,884	350,884	353,281	435,629	565,718	458,094	423,247	522,545	1,023,520	1,037,454	829,927	468,796	6,517,562
1869.....	454,130	330,233	420,774	490,287	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1865.....	957,809	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,454	1,526,839	1,486,356	1,117,858	14,575,128
1866.....	1,086,390	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867.....	901,571	845,893	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	283,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,653	3,459,519
1868.....	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869.....	180,366	216,080	221,459	214,409	218,639	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863.....</													

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAY-ABLE.	Market Price.
National Securities, June 1, 1899.													
Loan of June 14, 1858.....registered	20,000,000	5	Jan. & July.	1874	123		Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88		
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	131		—Troy and Greenfield Loan, stg.	3,506,580	5	"	'88-'90		
Loans of Feb. 8, July 1, Aug. 3, '61.....registered	282,732,400	5	"	1871	133		—Eastern R. R. Loan.....dollar	1,166,500	5	Jan. & July.	'69-'71		
and March 3, 1863.....coupon		5	"	1881	116		—Nor. & Wore. R. R. Loan	400,000	5	"	1877		
Oregon War Bonds of March 2, 1861.....	945,000	5	"	1881	121		—B. H. & Erie R. R. Loan, stg.	290,400	5	"	1900		
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,000	5	July.	1881			—State Scrip (var.).....	171,000	5	Various.	1870		
Loan of March 3, 1864 (5-20s).....registered	3,882,500	5	May & Nov.	1882	116			117,000	5	"	1872		
Loan of June 30, 1864 (5-20s).....registered	125,561,300	5	"	1882	122			125,000	5	April & Oct.	1873		
Loan of March 3, 1865 (5-20s).....registered	203,327,250	5	"	1884	116			244,000	5	Various.	1874		
2d series (5-20s).....registered	332,998,950	5	"	1884	116			162,000	5	June & Dec.	'70-'72		
3d series (5-20s).....registered	379,534,450	5	"	1884	117			50,000	5	Jan. & July.	1877		
4th series (5-20s).....registered	42,539,350	5	"	1885	117			200,000	5	"	1871		
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Mar. & Sept.	1904	107			650,000	5	"	'72-'73		
Union Pacific R. R. Bonds.....(currency)	58,638,320	5	Jan. & July.	'95-'99	106			720,000	5	"	'74-'75	120	
Certificate of Mar. 2, 1867, and July 2, 1868.....	53,075,000	5	"	1886	119			1,430,000	5	"	1876		
Navy Pension Fund of July 23, 1868.....	14,000,000	5	"	1887	119			600,000	5	"	'77-'78		
Loans of 1842, 1847 and 1848.....	132,100	5	"	1887	119			220,000	5	May & Nov.	1880		
Texas Indemnity Bonds of Sept. 9, 1850.....	222,000	5	"	1887	119			200,000	5	Jan. & July.	1883	108	
Treasury Notes prior to 1857.....	104,511	5	"	1887	119			4,000,744	5	May & Nov.	1894		
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	"	1888	115			4,379,500	5	"	1894	109	
Treasury Notes (7-30s).....	35,000	7	"	1888	115			885,000	5	Jan. & July.	1883		
Certificates of Indebtedness.....	12,000	6	"	1888	115			3,505,000	5	Mar. & Sept.	1886	101	
Compound Interest Notes of 1863 and 1864.....	2,956,350	6	"	1904	107			919,324	6	Var.	3 yrs.		
Temporary Loan of June 30, 1864.....	186,610	var	"	1904	108			86,000	6	Jan. & July.	1879		
U. S. Notes (greenbacks).....	389,511,567	nil	"	"	"			200,000	6	"	1878		
Fractional Currency.....		"	"	"	"			1,728,000	6	"	'75-'83		
State Securities, latest dates.								896,000	7	"	1886		
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	67			465,000	7	May & Nov.	1880		
" (extended).....	2,414,800	5	"	'83-'85				2,275,000	7	Jan. & July.	1883		
" (sterling).....	770,500	5	Jan. & July.	'70-'86				7,000,000	7	Jan. & July.	1882		
" (" extended).....	732,800	5	"	1886				453,000	8	Jan. & July.	'41-'71		
" (new).....	660,200	5	"	'94-'95	99			2,830,000	8	Jan. & July.	'62-'90		
Arkansas—State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861				13,734,000	6	"	'82-'90	96	
" (State Bank).....	440,000	6	Jan. & July.	1868				1,589,000	6	"	'81-'87		
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	'1877	132			3,000,000	7	"	'81-'85	95	
" 1860.....	177,500	7	"	1880									
" Soldiers' Relief Bonds.....	470,500	7	"	'83-'85									
" Bounty Bonds.....	982,000	7	"	'83-'85									
Connecticut—War Bonds, My '61 (10 or 20yr).....		6	Jan. & July.	'71-'81	99								
" Oct. '61 (10 or 20yr).....		6	"	'72-'82									
" Nov., 1863.....	7,513,692	6	"	1883									
" My '64 (10 or 20yr).....		6	April & Oct.	'74-'78									
" May 1, 1865, (free).....		6	"	1885									
" (various) registered.....	867,500	6	Various.	Var.									
Florida—State Bonds.....	500,000	8	Jan. & July.	Var.									
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	97								
" (sterling).....	176,000	7	May & Oct.	1870									
" (Act March 12, 1866).....	3,164,500	7	Jan. & July.	1886									
" (W. & A. R. R.).....	1,519,000	6	"	'68-'74	83								
" (").....	75,000	6	May & Oct.	1874									
" (Atl. and Gulf R. R.).....	734,000	6	Feb. & Aug.	'78-'86									
" (sterling).....	72,000	5	Mar. & Sept.	1869									
Illinois—New Internal Improvement Stock.....	1,635,954	6	Jan. & July.	1870									
" Interest Bonds.....	996,649	6	"	1877	100								
" Liquidation Bonds.....	193,400	6	"	1865									
" Refunded Stock.....	985,900	6	"	'69-'77									
" Thornton Loan Bonds.....	104,000	6	"	1869									
" War Loan Bonds.....	543,200	6	"	1879	100								
" Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870									
" " " " " registered.....	535,367	6	"	1870									
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97								
" War Loan Bonds.....	210,000	6	May & Nov.	1888									
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868									
" War and Defense Bonds of 1861.....	300,000	7	"	1881									
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97									
" Territorial Debt Bonds.....	100,000	6	July.	'83-'84									
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100								
" "													

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

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An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	...	1st Mortgage of 1867 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	86
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	...	1st Mortgage.....	125,000	6	" & "	Boston.	18—	...
Land Mortgage.....	550,000	7	" & "	"	1887	...	Cape May and Millville:						
2d Mortgage.....	300,000	7	April & Oct.	"	1871	...	1st Mortgage.....	200,000	7	" & "	New York.	18—	...
Interest Coupon.....	304,101	7	Jan. & July.	"	1876	...	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	...	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	...	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	...
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	"	1885	80	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	...
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	...	1st Mortgage.....	7	" & "	New York.	1916	91 1/2	
1st Mortgage (Extension).....	4,000,000	7.3	" & "	"	1893	...	Central Branch Union Pacific:						
Androscoggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	...
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	...	2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	1895	...
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	...	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	...	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	99 1/2
1st Mortgage (Pennsylvania).....	2,151,500	7*	" & "	"	1877	...	2d Mortgage.....	600,000	7	May & Nov.	"	1875	100
1st Mortgage (Ohio).....	3,740,900	7	" & "	New York.	1876	...	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	...	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	83 1/2
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	...	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	...	1st Mortgage (on 725 m.) free.....	21,003,000	6*	Jan. & July.	New York.	1896	99 1/2
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	...	2d Mortgage (paid by Cal.).....	1,500,000	7*	" & "	"	1885	111 1/2
1st Mortgage (Pennsylvania).....	757,500	7*	" & "	London.	1882	...	Convertible bonds.....	1,500,000	7*	" & "	"	1883	109
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	"	1883	...	National Loan.....	21,003,000	6	" & "	"	1895	...
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	"	1895	...	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	...	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	" & "	New York.	18—	...	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	" & "	"	18—	...	Cheraw and Darlington:						
1st mortgage (Bainbridge Ext.)..	500,000	7	" & "	"	18—	...	1st Mortgage.....	150,000	7	" & "	Charleston.	1870	...
Consol. Mort. (\$2,000,000) free.....	7	Jan. & July.	"	"	1897	84	2d Mortgage.....	75,000	7	" & "	"	1868	...
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (sfg fund).....	1,500,000	6	Various.	B. & N. Y.	1868-70	...	Company bonds.....	672,200	6	Jan. & July.	Boston.	75-80	92
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	...	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	...	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	...	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97 1/2
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	94	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	104
Loan of 1850.....	679,500	6	" & "	"	1880	93	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	95
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	91 1/2	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	...	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	...
Northwestern Va. R. R. 2d Mort.	481,500	6	" & "	"	1873	...	Trust Mortgage, convertible.....	150,000	8	" & "	"	1883	112
Northwestern Va. R. R. 3d Mort.	155,000	6	" & "	"	1885	...	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	...
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	...
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	...	Chicago, Cincinnati and Louiev.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	...
1st Mortgage (B. and Ind. R.R.)..	1,225,000	7	Jan. & July.	New York.	70-90	...	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	" & "	"	1870	...	1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895	85 1/2
Bellefonte and Snow Shoe:							1st Mortgage (convertible).....	7	" & "	"	1895	...	
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	...	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	" & "	New York.	1881	...
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89 1/2	Chicago and Milwaukee (45 m.):						
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81 1/2	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	91
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80	2d Mortgage (" & ").....	37,900	7	Feb. & Aug.	"	1870	...
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	...	Pref. sinking fund b'ds (193 m.)	1,240,500	7	Feb. & Aug.	New York.	1885	97
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	90
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	...	General 1st Mortgage.....	3,595,500	7	Feb. & Aug.	"	1885	93 1/2
1st Mortgage (B. C. and F. R.R.)	300,000	6	" & "	Boston.	1886	...	1st Mortgage, Appleton Ext.....	184,000	7	" & "	"	1885	88 1/2
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	" & "	"	1885	...
1st Mort. (Conc. to War. 71 m.)..	200,000	7	Feb. & Aug.	New York.	1865	94 1/2	Equipment Bonds.....	133,000	7	April & Oct.	"	1874	...
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	90 1/2	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	...
3d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	" & "	New York.	1870	...	Elgin and State L. purchase b'ds	189,000	6	" & "	"	1878	...
Sinking Fund Mortgage.....	500,000	6	" & "	Boston.	1889	92 1/2	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	"	1916	...
Boston, Hartford and Erie:							Equipment Bonds.....	1,925,000	10	May & Nov.	"	68-71	90
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	83	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	...
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1899	63	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1876	101
Boston and Lowell:							1st Mortgage (Peninsula R.R.).....	1,075,000	7	March & Sept.	"	1898	...
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	...	1st Mort. (Chi. & Mil. R. W. 85 m.)	1,098,000	7	Jan. & July.	"	1898	...
Company bonds (no mortgage).....	200,000	6	April & Oct.	"	1879	93 1/2	1st Mortgage (Beloit & Mad. R.)	372,000	7	" & "	"	1888	...
Company bonds (no mortgage).....	304,600	6	" & "	"	1887	...	Chicago, Rock Island and Pacific:						
Boston and Providence:							1st Mortgage (C. & R. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	101
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	68-77	...	1st Mort. (C. R. I. and P. R. R.)	6,699,000	7	" & "	"	1896	98 1/2
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A.L.C.C. & L.C.R.R.):						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	...	1st Mortgage.....	7	Feb. & Aug.	New York.	1890	...	
Buffalo, Corry and Pittsburg:							Sinking Fund.....	7	May & Nov.	"	1886	...	
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	...	Cincinnati, Dayton and Eastern:						
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" & "	New York.	18—	...	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	...
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Ca. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	...	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1890	...
Ca. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	...	3d Mortgage.....	500,000	8	Jan. & July.	"	1886	...
Ca. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	...	Cincinnati and Indiana:						
Ca. bonds (Erie and Northeast).....	300,000	7	" & "	"	1898	...	1st Mortgage.....	2,000,000	7	" & "	New York.	1882	75
Buffalo, New York and Erie:							Cincinnati and Indianapolis June:			</			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	99½
2d Mortgage.....	1,000,000	7	" "	" "	1881		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	89
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	82
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867		5th Mortgage.....	928,500	7	June & Dec.	" "	1888	78½
1st Mort. (Junc. R. R. 2d Div.)	128,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886		Starting Loan £800,000	4,844,400	7*	March & Sept.	London.	1875	
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½	Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000	650,000	7	Jan. & July.	New York.	1888		2d Mortgage for \$700,000	370,200	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.		7	April & Oct.	New York.	1908	84½	1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	
Columbus and Indiana Central:							1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	
1st Mortgage.....	\$3,200,000	7	May & Nov.	New York.	1904	84	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	
2d Mortgage.....	816,000	7	" "	" "	18—	81	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—		1st Mortgage.....	200,000	7	" & —	Providence.	18—	
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage, guaranteed.....	100,000	6	" & —	Princeton.	18—	
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$500,000	573,900	6	June & Dec.	Boston.	1876	87½	1st Mortgage.....	815,000	7	" & —	New York.	18—	
Connecticut River:							Galena and Chicago Union:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
Connecting:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	97
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1906	87½	Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1894	
Council Bluffs and St. Joseph:							Grand Rapids and Indiana:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887		1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
Cumberland Coal and Iron:							Grand River Valley:						
Bonds of Nov., 1852.....	397,000	6	Jan. & July.	New York.	1869		1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	
Bonds of Feb., 1864.....	89,000	6	Feb. & Aug.	" "	1869		Grand Trunk (Ca.):						
Bonds of July, 1867.....	94,000	6	" "	" "	1877		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
Cumberland and Pennsylvania:							2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	
1st Mortgage for \$1,000,000	808,000	6	March & Sept.	New York.	1891		3d Preference Stock.....	3,414,094	4*	" "	" "	18—	
Cumberland Valley:							4th Preference Stock.....	25,592,860	4*	" "	" "	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—		Great Western of Canada:						
Danbury and Norwalk:							Government Loan £573,688.....	2,782,387	6*	" & —	Ottawa.	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	70-80		Mortgage Bonds £615,200.....	2,983,720	6*	" & —	London.	73-76	
Dayton and Michigan:							Mortgage Bonds £347,000.....	2,652,950	5½*	" & —	" "	77-78	
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867		Stock Debentures £46,700.....	226,500	5*	" & —	" "	irred.	
2d Mortgage.....	2,589,000	7	" "	" "	1881		Great Western of Illinois:						
3d Mortgage.....	642,000	7	March & Sept.	" "	1884		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Toledo Depot Bonds.....	169,500	7	" "	" "	81-94		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Union:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	89
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	79½
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		Greenville and Columbia:						
Income Bonds.....	251,000	6	" "	" "	79 aft		State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Dayton and Western:							1st Mortgage.....	1,000,000	7	" "	New York.	18—	
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		Hannibal and St. Joseph:						
2d Mortgage.....	468,000	6	June & Dec.	" "			State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	94
Delaware:							State Loan of 1855.....	1,500,000	6	" "	" "	1885	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" "	1888	108
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	122
State Loan.....	170,000	6	" "	" "	1876		Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	
Delaware, Lackawanna, & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	99½	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.	1,033,000	7	March & Sept.	" "	1881	94	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
Des Moines Valley:							Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	" "	1876	
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	
2d Mortgage.....	1,000,000	8	" "	" "	1884		Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		2d Mortgage.....	96,000	7	" "	" "	1885	
Bonds of June 30, 1866, (cond.)	1,837,789	7	" "	" "	1886		Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.L.)							Texas State Loan, sinking fund.	432,000	6	Aprn & Oct.	New York.	67 '69	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	
Detroit and Pontiac (Det. & Mil.)							Land Mort. S. F. (\$20,000 p. m.)		6	" "	" "	1891	
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878		Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
Dubuque and Sioux City:							1st Mortgage.....	1,964,000	7	" "	" "	1869	104
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91½	1st Mortgage.....	1,936,000	7	" "	" "	1870	
1st Mortgage (construction).....	660,000	7	" "	" "	1894		2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Dubuque Southwestern:							Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
East Brandywine & Waynesboro:							Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	25
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882		Illinois Central:						
Eastern:							Construction.....	2,955,000	7	April & Oct.	New York.	1875	120
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	768-72		Construction.....	437,500	6	" "	" "	1875	
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872		Redemption.....	2,560,500	6	" "	" "	1890	
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	95½	Redemption, sterling.....	2,424,500	6*	" "	London.	1875	
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	" "	1876		Illinois and Southern Iowa:						
Bonds.....	160,000	6	April & Oct.	" "	1885	95½	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888		1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	
East Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee Loan (1866).....	449,830	6	" "	" "	1898		Jackson, Lansing and Saginaw:						
Mortgage (old).....	643,000	6	" "	" "	1880		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
Mortgage (new).....	124,900	7	" "	" "	1880		Jeffersonville (J. M. & L.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	94
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1886		2d Mortgage.....		7	April & Oct.	" "	1873	
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		Jeffersonville, Madison & Indian.:						
Tennessee endorsed bonds.....	185,000	6	" "	" "	18—		1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	
Edgfield and Kentucky:							Louisville Loan (endorsement)...	150,000	6	" "	" "	1882	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Joliet and Chicago:						
Emira and Williamsport:							1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1874	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	92	Joliet and Northern Indiana:						
Plain Bonds.....	570,000	5	April & Oct.	" "	1872	60	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F., £411,000 p.....		6*	Jan. & July.	London.	18—		1st Mortgage, guaranteed.....	800,000	8	April & Oct.	Philadelphia.	1896	90

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AMERICAN RAILROAD BOND LIST.

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An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	....	1st Mortgage	\$900,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....	2d Mortgage for \$1,300,000	850,000	8	Jan. & July.	" "	1870	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....	Tennessee State Loan	317,800	6	" "	" "	1892	....
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	96½	1st Mortgage Bonds	\$250,000	6	— & —	.....	18—	....
Income	100,000	7	" "	" "	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....	2d Mortgage, Sterling	1,609,800	6	Jan. & July.	Mobile.	1882	52
Knoxville and Kentucky:							Tennessee Loans	388,900	8	May & Nov.	New York.	1891	....
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '61, '62, '65 and '67	556,421	8	" "	Mobile.	1867	19
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....	Liquidation (10 year) bonds	697,900	8	" "	New York.	1876	....
Lackawanna and Bloomsburg:							Interest bonds	697,900	8	" "	Mobile.	1882	38
1st Mortgage	7	Jan. & July.	New York.	1875	....		Montgomery and Eufala:						
1st Mortgage (Extension)	7	March & Sept.	Philadelphia.	1885	....		1st Mortgage, endorsed by Ala.	120,000	8	March & Sept.	New York.	1886	....
2d Mortgage	7	April & Oct.	" "	1880	....		Montgomery and West Point:						
2d Mortgage (Extension)	7	May & Nov.	" "	1890	....		Income Bonds	100,000	8	Jan. & July.	New York.	1870	....
Lake Erie and Louisville:							Income Bonds	306,900	8	" "	" "	1870	....
1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York.	1893	....	Mortgage Bonds	719,500	8	" "	" "	1881	82
Lehigh and Lackawanna:							Morris and Essex:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	88½	1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	99½
Lexington and Frankfort:							2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69-'74	....	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. State Loan	150,000	6	" "	" "	18—	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	" "	1898	94	Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Little Miami:							Nashville and Decatur:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88-'93	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	99	Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Long Island:							2d Mortgage	792,050	6	" "	" "	'71-'83	....
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	95	Naugatuck:						
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....	1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....	Newark and New York:						
Louisville, Cin. and Lexington:							1st Mortgage	600,000	....	— & —	New York.	18—	....
1st Mortgage for \$3,000,000	2,116,000	7	Jan. & July.	New York.	1897	85	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage	108,000	6	Jan. & July.	New York.	'69-'78	....	New Brunswick and Canada:						
Louisville Loan	100,000	6	" "	" "	1881	....	1st Mortgage, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69-'77	98	1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70-'75	96	2d Mortgage for \$100,000	39,200	7	March & Sept.	" "	1877	....
1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	" "	1870	....	New Haven and Northampton:						
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	" "	'80-'85	92	1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86-'87	....	1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	" "	1874	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....	New Jersey:						
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....	Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'73-'87	93
Consolid. 1st mort. for \$8,000,000	7	" "	" "	" "	1898	90	New London Northern:						
Louisville, N. Albany & Chicago:							1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....	1st Mortgage, Extension	370,000	7	March & Sept.	" "	1886	....
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
McMinnville and Manchester:							2d Mortgage for \$3,000,000	1,019,000	8	" "	" "	1890	70
Tenn. State Loan	772,000	6	Jan. & July.	New York.	....		N. Orleans, Opelousas & Gt. Wtn:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	91
\$400,000 Loan	315,200	6	June & Dec.	" "	'70-'71	....	Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bangor City Loan	600,000	6	April & Oct.	" "	1874	....	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	" "	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks	592,000	6	" "	" "	1883	87
Marietta and Cincinnati:							Bonds for real estate	162,000	6	" "	" "	1883	87
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89½	Bonds and mortgages	58,215	7	various	" "	var.	....
1st Mortgage, Sterling	1,000,000	7*	" "	London.	1892	....	Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	70½	Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	94
Scioto and Hocking Valley:							New York and Plushing:						
1st Mortgage	300,000	7	" "	" "	1896	....	1st Mortgage	125,000	7	— & —	New York.	18—	....
Memphis and Charleston:							New York and Harlem:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85	Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....	New York and New Haven:						
Memphis, Clarksville & Louisv.:							1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	95
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76	New York, Providence & Boston:						
Memphis and Little Rock:							1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....	Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....	Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage	297,750	7	Jan. & July.	New York.	'65-'70	72½
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	" "	1869	....	2d Mortgage	328,600	8	" "	" "	'65-'70	80
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	113½	2d Mortgage for \$300,000	6,000	8	" "	Norfolk.	1890	....
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	" "	1882	....	North Eastern:						
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	130	1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000	145,000	7	" "	" "	1868	....
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	98½	Interest Certificates	228,086	7	Jan. & July.	" "	1875	....
2d Mortgage	2,693,000	7	" "	" "	1877	94	1st Mortgage for \$6,000,000	3,000,000	7	Jan. & July.	New York.	1898	88½
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....	North Pennsylvania:						
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	91	1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	91
Mifflin and Centre County:							Chattel Mortgage	377,365	10	April & Oct.	" "	1887	109
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....	2d Mortgage	274,500	7	— & —	" "	18—	88½
Milwaukee & Chicago, (40 miles):							North Shore, S. I.:						
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	1st Mortgage	110,					

AMERICAN RAILROAD BOND LIST

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
2d Mortgage, W. Div.....	300,000	8	"	"	'69-'78	102	Raritan and Delaware Bay:						
Equipment Bonds.....							1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	....
Ohio and Mississippi:							2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	94	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Reading and Columbia:						
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Consolidated Mort. for \$6,000,000		7	Jan. & July.	"	1898	86	2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Old Colony and Newport:							Rensselaer and Saratoga:						
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	94½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102½	1st Mort. (Croy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
Orange, Alexandria & Manassas:							2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½	Richmond and Danville:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	76	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " "	573,500	8	May & Nov.	Richmond.	1873	71	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	72½
4th Mort. " " "	351,700	8	March & Sept.	Alexandria.	1880	....	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½	4th Mortgage.....	504,000	7	"	Richmond.	1873	....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
1st Mort. guar. by R. W. & O....	500,000	7	May & Nov.	New York.	1816	....	Richmond and Fort Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage, guaranteed.....		7	"	New York.	18—	....
Oswego and Syracuse:							Rich., Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
Pacific of Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Richmond and Petersburg:						
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
1st (new) Mortgage for \$7,000,000		6*	Feb. & Aug.	New York.	1888	97½	Roanoke Valley (R. & Dan.):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rockford, R. Island & St. Louis:						
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	1st Mortgage, convertible, S.F. free		7*	Feb. & Aug.	N. Y. & Lond.	1919	96
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	Rome, Watertown & Ogdensb.:						
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	96	2d Mort. (Watertown & Rome).	37,000	7	March & Sept.	"	'68-'71	....
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,000	7	"	"	1880	....
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1875	96	Rutland and Burlington:						
2d M. stg. { " " " }	2,283,840	6	"	London.	1875	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	145½
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	2d Mortgage.....	937,500	7	"	"	1863	60
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....	3d Mortgage.....	440,000	7	"	"	1863	....
Short Bonds and Debentures...	3,520,728	6	Various.	Philadelphia.	var.	....	Sacramento Valley:						
Pennscola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—	....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	95
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Coupon Bonds.....	68,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	77
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain:						
1st Mortgage.....	675,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	85
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	97	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	97½
1st Mortgage (General).....	5,000,000	6	"	"	1881	89½	Equipment Bonds, free.....		10	Jan. & July.	"	18—	....
2d Mortgage.....	4,000,000	7	"	"	1901	89½	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	....
Philadelphia, Germant. & Norist.:							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1849.....	401,000	6	April & Oct.	Philadelphia.	1870	99½	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	General Mort., stg. for \$780,000		7*	Jan. & July.	London.	18—	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	91½	Salem:						
Bonds of 1857, convertible.....	171,500	6	"	"	1886	94½	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1836, Sterling.....	182,400	5*	"	"	1880	....	Salem and Lowell:						
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77	....	1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	....	Sandusky and Cincinnati:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	106½	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	73
Philadelphia and Trenton:							3d Mortgage.....	148,000	7	"	"	18—	....
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	Sandusky, Mansfield and Newark:						
Philadelphia, Wilmington & Balt.:							1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	....	Funded Coupons.....	818,200	7	"	"	1875	....
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	93	Schuylkill Navigation:						
Bonds of 1867.....	946,000	6	"	"	1887	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Pittsburg and Connellsville:							3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	Schuylkill and Susquehanna:						
Pittsburg, Ft. Wayne & Chicago:							1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104	Seaboard and Roanoke:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	3d Mortgage.....	71,000	7	"	"	1870	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	Convertible registered.....	128,893	7	"	Portsmouth.	1873	....
1st Mortgage (Series E).....	875,000												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.)	\$55,000	7	March & Sept.	New Haven.	1880	....	Western Alabama:						
1st Mortgage, reconstruction ...							1st Mortgage, guar. for \$500,000.	1,000,000	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....	1st Mort. Land Grant, etc. conv	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,031½	262,366	5*	"	Charleston.	'71-'85	....	West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74	....	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	595,500	7	"	"	'68-'72	....	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94½	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany).						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....	Sterling Loans, £289,900	4,319,520	5*	April & Oct.	London.	'68-'71	97½
2d Mort. guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	65½	Dollar Bonds	836,500	6	"	Boston.	1875	98½
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	....	Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72	....	1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	68
5th Mortgage	119,000	8	"	"	'63-'69	....	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	90
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....	2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....	1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
South West Pacific:							Western Union:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	....	1st M. for \$1,000,000 end. by Ala.		7	— & —	—	18—	....
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'02	....
Staten Island:							1st Mortgage guar. by State		8	"	"	1897	75
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....	Wilmington and Manchester:						
Steubenville and Indiana:							1st Mortgage	566,000	7	June & Dec.	New York.	1866	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	2d Mortgage	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....	Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....	Consol. Mortgage for \$2,000,000.		7	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	....
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....	Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	91
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95	Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85½	Stg. State Loan	85,333	6	August.	Richmond.	1867	....
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	85	1st Mortgage (C. & N. W.)		7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	York and Cumberland (N. Cent.)						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	83½	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	2d Mortgage	25,000	6	Jan. & July.	"	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	77	3d Mortgage	500,000	6	"	"	1877	....
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871	....	CANAL BONDS.						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	83	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....	Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885	....	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
3d Mortgage	650,000	7	May & Nov.	"	1875	....	Sterling, guaranteed	4,375,000	5*	"	London.	1890	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....	Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage, guaranteed	180,000	6	"	"	1877	....	Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and						
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	92½	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	25,998,000	6	"	"	1897-8	....	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	....
1st Mortgage	1,600,000	6	May & Nov.	New York.	1895	....	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,000,000	6	Jan. & July.	"	1895	....	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	"	1895	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1896	78½	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40	2d Loan	5,606,122	6	"	"	1884	84
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	100½	3d Loan	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	93½
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½	Convertible Loan	1,201,850	6	"	"	1877	80½
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	114,000	6	"	Boston.	1860	....	2d Mortgage	57,000	6	"	"	18—	....
3d Mortgage	293,200	7	"	New York.	1859	....	Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	85
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage	302,750	6	"	"	1876	....
" " 2d class	850,000	7	or	"	1890	....	Boat Loan	232,087	6	"	"	1885	77
" " 3d class	154,000	7	April & Oct.	"	1890	....	North Branch:						
" " 4th class	1,263,000	7	"	"	1890	....	1st Mortgage	500,000	6	May & Nov.	Philadelphia.	1876	....
Funded Coupons	420,000	7	"	"	....	....	Schuylkill Navigation:						
Special Loan	200,000	8	"	"	....	....	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81½
Virginia Central:							2d Mortgage	3,980,670	6	Jan. & July.	"	1882	68
State Loan	210,000	6	Jan. & July.	New York.	1891	....	Improvement Loan	1,001,670	6	May & Nov.	"	1876	61½
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	....	Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872	....	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
3d Mortgage	983,000	6	"	"	1884	....	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	58
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	....	Preferred Interest Bonds	325,000	6	"	"	1894	....
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
2d Mortgage	23,500	6	"	"	1879	64½	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884	66½	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Income Bonds	138,500	6	"	"	1866	....	Wyoming Valley:						
Funding Bonds (\$1,000,000)	736,000	8	"	"	18—	72½	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1875	80
Warren:							MISCELLANEOUS BONDS.						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....	American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C. R. R. Co., N. J.	2,000,000	7	Jan. & July.	New York.	1886	97
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....	Bonds of American Tel. Co.	89,503	7	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Year ending		Railroad		Rolling Stock		Companies		Abstract of General Balance Sheet				Operations		Earnings		Value of Shares	
				</													

[illegible]

695

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

An asterisk (*) occurring in the column headed "Rolling Stock" signifies

[illegible]

CANALS, &c

[illegible]

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

Years ending.	Length of line, single track.	Horses and Drivers.	Carr.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount outstanding.	Interest.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.					
Sept. 30, '68	7.37	91	12	Albany (N.Y.)	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	Albany: 1st Mortgage	40,000	7	J. & J.	18	
Nov. 30, '68	3.25	12	35	Albany st. Freight (B'ton). Mass.		150,000						100	100	Bleeker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	
Oct. 31, '68	31.00	480	80	Allentown (Pa.)	72,674	31,500	29,814	12,191	6,771	3,093		100	100	Broadway (Brooklyn): 1st Mortgage	35,000	7	J. & J.	18	
Sept. 30, '68	22.00	401	50	Baltimore City (Md.)	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	Broadway and 7th Avenue: 1st Mortgage	600,000	7	J. & D.	1884	
Nov. 30, '68	3.53			Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			8,800	1,193	6.8	100	100	Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18	
Sept. 30, '68	10.76	162	40	Boston and Chelsea (Mass.)	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1872	
Sept. 30, '68	16.00	791	106	B'way & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1875	
Sept. 30, '68	8.00	10	30	Brooklyn, Bath & Coney I. N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	Brooklyn, Prosp. P. & Flatb.: 1st Mortgage	300,000	7	M & N	1878	
Sept. 30, '68	74.00	1420	291	Brooklyn City (N.Y.)	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	Brooklyn & Rockaway B'ch: 1st Mortgage	45,000	7	J. & J.	18	
Sept. 30, '68	11.00	201	43	Brooklyn City & Newtown N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	Buffalo street: 1st Mortgage	186,000	7	J. & D.	1881	
Sept. 30, '68	6.50	40	12	B'klyn, Prosp. P. & Flatb. N.Y.	434,600	254,600	300,000	1,487				100	100	Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1885	
Sept. 30, '68	4.28	4	30	B'klyn & Rockaway Beach N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	Central Park, N. & E. River: 1st Mortgage	628,000	7	J. & J.	1874	
Sept. 30, '68	15.21	197	53	Buffalo street (N.Y.)	318,909	56,000	186,000	109,500	99,734	17,427		50	50	Citizens' (Pittsburg): 1st Mortgage	56,300	7	J. & J.	1870	
Sept. 30, '68	7.85			Bushwick (Brooklyn) Mass.	264,982	262,200	2,000	5,040	20,508	72		100	100	Coney Island and Brooklyn: 1st Mortgage	218,000	7	J. & J.	1873	
Nov. 30, '68	28.52			Cambridge (Boston) N.Y.	731,671	727,800	150,000	94	89,058	9.0		100	100	D. Dock, E. Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18	
Sept. 30, '68	1.76			Central City (Syracuse) N.Y.	29,758	21,130	6,000		18,445	4,097		10	10	Eighth Avenue (N.Y.): 1st Mortgage	203,000	7	J. & J.	18	
Sept. 30, '68	36.00	561	149	Con. P. & N.E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	42d st. & G'd st. Ferry (N.Y.): 1st Mortgage	160,000	7	J. & J.	1873	
Dec. 31, '68	9.20			Cincinnati street (O.)	179,635	192,750			227,369	95,876	32.1	50	194	Real Estate	100,000	7	var.	var.	
Oct. 31, '68	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.) Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1860	
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg) Pa.								100	100	Germantown: 1st Mortgage	350,000	7	J. & J.	1874	
Dec. 31, '68	6.50			City Passenger (Cin.) O.								100	100	Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1870	
Sept. 30, '68	14.83	236	18	Coney Island (Brooklyn) N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	Grand st. and Newtown: 1st Mortgage	30,000	7	J. & J.	18	
Sept. 30, '68	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	Harl. Br. Morris' & Fordh.: 1st Mortgage	130,000	7	J. & J.	1877	
Sept. 30, '68	3.50			Dunkirk and Fredonia N.Y.	42,605	34,815		2,448	8,721	3,443		25	25	Hestonv., Mantua & Fairm.: 1st Mortgage	165,700	7	J. & J.	1874	
Oct. 31, '68	1.63	10	3	Easton and S. Easton Pa.	24,275	26,000	500		10,444	3,732		25	25	Hudson Av. (Brooklyn): 1st Mortgage	74,000	7	M & N	1878	
Sept. 30, '68	18.00	872	160	Eighth Avenue (N.Y. City) N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	Lombard and South st. (Ph.): 1st Mortgage	62,500	7	J. & J.	1873	
Dec. 31, '68	8.00	52	9	Fairhaven and Westville. Conn.	152,917	150,000						100	100	Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J. & J.	1872	
Sept. 30, '68	1.74			Fifth Ward (Syracuse) N.Y.	27,533	26,170			6,761	2,468		100	100	Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A. & O.	1880	
Sept. 30, '68	15.38	387	50	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	Metropolitan (Brooklyn): 1st Mortgage	191,900	7	J. & J.	1878	
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	Middlesex (Boston): 1st Mortgage sinking fund	98,500	6	J. & D.	18	
Sept. 30, '68	3.25	16	5	Genesee & Water st. (Syr.) N.Y.	54,200	42,500	9,000	400	8,653	159		50	15	Ninth Avenue (N.Y.): 1st Mortgage	167,000	7	J. & J.	18	
Oct. 31, '68	34.25	356	81	Germantown (Phila.) Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1881	
Oct. 31, '68	5.40	125	25	Girard College (Phila.) Pa.	171,712	170,000			117,342	25,119	8.5	50	17	1st Mort. O. & N. R. R.	100,000	6	J. & J.	1880	
Sept. 30, '68	5.50	92	15	Gr'd st. & Newtown (B'k'n) N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	2d Mort. O. & N. R. R.	100,000	6	J. & J.	1883	
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1879	
Sept. 30, '68	10.00	122	23	Greenpoint & Wm'g. (Bkn) N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	Philadelphia and Darby: 1st Mortgage	89,000	7	J. & J.	1875	
Oct. 31, '68	2.14	18	6	Harlm. Br. Morr. & F'dham. N.Y.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	M & N	1878	
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield. Conn.	180,000	180,000						100	100	Quincy: Plain bonds	66,424	6	var.	var.	
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.) Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	18	
Dec. 31, '68				Hoboken and Hudson City N.J.										Salem and Danvers: 1st Mortgage	15,000	6	J. & J.	18	
Dec. 31, '68				Hoboken and Weehawken N.J.										1st Mortgage	32,100	6	J. & J.	18	
Sept. 30, '68	2.50			Hudson Av. (Brooklyn) N.Y.	161,555	106,700	74,000	9,272				100	100	Second Avenue (N.Y.): 1st Mortgage	700,000	7	J. & D.	1877	
Dec. 31, '68	10.47			Jersey City and Bergen Point N.J.										Second and Third st. (Ph.): 1st Mortgage	9,300	7	J. & J.	1868	
Sept. 30, '68	3.56	28	9	Kingston and Rondout. N.Y.	78,959	75,000			20,971	2,170	34	100	100	2d Mortgage	100,000	7	J. & J.	1874	
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.) Pa.	165,627	90,000	62,500	10,560	70,353	9,702		25	9	Sixth Avenue (N.Y.): 1st Mortgage	250,000	7	J. & D.	1877	
Nov. 30, '68	4.03	48	9	Lowell Horse. Mass.	69,416	55,830		2,080	29,240	3,411		100	100	Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18	
Nov. 30, '68	12.56	201	32	Lynn and Boston Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	Third Avenue (N.Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	
Nov. 30, '68	3.60			Malden and Melrose (B'n) Mass.	60,246		52,600		24,472					Troy and Lansingburg: 1st Mortgage	100,000	7	A. & O.	1872	
Nov. 30, '68	1.00			Marginal Freight (Boston) Mass.	177,624	177,700						100	100	Union (Boston): Real estate mortgages	30,200	6	var.	var.	
Nov. 30, '68	3.08			Medford & Charleat. (B'n) Mass.	27,500	21,000	6,500		2,240			100	100	Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1887	
Nov. 30, '68	5.11	37	6	Merrimac Valley Mass.	50,241	50,000		12,810	18,014	2,249		100	100	Watervliet: 1st Mortgage	131,000	7	J. & J.	1872	
Sept. 30, '68	6.00	58	13	Metropolitan (Brooklyn) N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	West Hoboken: 1st Mortgage	61,000	7	M & N	1878	
Nov. 30, '68	42.86	191	156	Metropolitan (Boston) Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.6	100	100	West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1860	
Nov. 30, '68	7.42	254	47	Middlesex (Boston) Mass.	522,834	400,000	91,902												

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic & St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire,* guaranteed	600,000	7	7	100
Blossburg and Corning,* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie,* guar.	950,000	7	7	100
Camden and Atlantic, pref.	600,000	7	7	100
Catawissa,* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna,* guar.	589,110	9	9	100
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	3 1/2	100
Central Ohio, preferred	400,000	7	7	100
Chemung,* guar.	380,000	8	6	100
Cheshire, preferred	2,017,815	7	3 7/8	100
Chicago and Alton, pref.	2,425,400	7	10 1/2	100
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	100
Chicago and Northwestern, pref.	16,356,287	7	10 1/2	100
Cleveland and Mahoning,* guar.	2,056,000	7	7	100
Cleveland and Toledo,* guar.	6,250,000	3 1/2	3 1/2	100
Cochecho, preferred	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89 1/2
Cumberland Valley, 1st pref.	241,900	8	8	114 1/2
" 2d pref.	242,000	8	8	114 1/2
Delaware,* guaranteed	594,261	6	6	100
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	6	100
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97 1/2
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed	492,500	8	8	100
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	100
Elmira and Williamsport,* guar.	500,000	5	5	100
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83
Erie, preferred	8,536,910	7	7	100
Hannibal and St. Joseph, pref.	5,253,836	121	121	100
Harrisburg and Lancaster,* guar.	1,182,550	7	7	100
Housatonic, preferred	1,180,000	8	4	64 1/2
Huntingdon & Broad Top Mountain, preferred	190,750	7	7	100
Joliet and Chicago,* guar.	1,500,000	7	7	100
Joliet and Northern Indiana,* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington,* guar.	1,000,000	5	5	100
Little Schuylkill,* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	23 1/2	100
" 2d pref.	4,051,744	6	23 1/2	100
Manchester and Lawrence*	1,000,000	9	9	100
Michigan Southern, guaranteed	586,800	10	10	100
Mill Creek and Mine Hill,* guar.	323,375	10	10	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" 2d pref.	1,014,000	7	7	85 1/2
Milwaukee and St. Paul, preferred	585,892	7	7	100
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	100
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	100
New Haven and Northampton*	1,344,000	2	2	100
New York and Harlem, pref.	1,500,000	8	150	100
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	100
North Eastern (S. C.), preferred	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	106	100
Ohio and Mississippi, pref.	3,500,000	7	79 1/2	100
Patterson and Hudson,* guar.	630,000	8	8	100
Patterson and Ramapo,* guar.	248,000	5	5	100
Peoria and Bureau Valley,* guar.	1,200,000	6	6	100
Philadelphia and Erie*	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton,* guar.	1,099,120	10	10	100
Pittsfield and North Adams,* guar.	450,000	6	6	100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	100
Portland, Sag. & Portsmouth,* guar.	1,500,000	6	6	100
Portsmouth and Concord*	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	100
Rochester and Genesee Valley*	557,590	7	7	100
Rutland, preferred	77,760	7	7	100
St. Louis, Alton and T. H., pref.	2,040,000	7	61	100
Sandusky and Cincinnati, pref.	445,596	6	34	100
Schuylkill Valley,* guar.	576,050	5	5	100
Shamokin Valley & Pottsville,* guar.	869,450	5	5	100
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100
" (K. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	82	100
Troy and Greenbush,* guar.	274,000	7	7	100
Vermont and Canada,* guar.	2,500,000	8	8	100
Warren,* guar.	1,408,300	7	7	100
White Mountains,* guar.	200,000	5	5	100
Wrightav. York & Gettysburg,* pref.	317,050	2	2	100

CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	100
Morris, preferred	1,175,000	10	65	100
Schuylkill Navigation, pref.	2,888,997	6	40	100
Union, preferred	1,000,000	8	8	100

MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	1,774,400	6	34 1/2	100
Mariposa Mining, pref.	1,774,400	7	17	100

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	40	@	45	—
Pig, American, No. 1 (good to best).....		41	@	42	—
Pig, American, No. 2.....		38	@	39	—
Pig, American, Forge.....		36	@	37	—
Bar, Refined, English and American.....		85	@	90	—
Bar, Swedes, assorted sizes.....	(gold)	82	50	@	87 50

STORE PRICES.

Bar, Swedes, ordinary sizes.....	—	@	140	—
Bar, English and American, Refined.....	—	@	92	50
Bar, English and American, Common.....	—	@	87	50
Scroll.....	120	@	150	—
Ovals and Half-round.....	117	50	@	142
Band.....	117	50	@	—
Horse Shoe.....	117	50	@	—
Rods, 1/2@3-16 inch.....	97	50	@	155
Hoop.....	125	@	180	—
Nail Rod.....	per lb.	8 1/2	@	9 1/2
Sheet, Russia, assorted No.'s.....	(gold)	11 1/2	@	13 1/2
Sheet, Single D. and T. Common.....	—	5 1/2	@	6 1/2
Rails, English.....	(gold) 55	50	@	56
Rails, American.....	—	@	75	—
Anvils, Engle.....	per lb.	9 1/2	@	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)				
English, Cast, (2d and 1st quality), per lb.	18	@	—	22
English Spring (2d and 1st quality).....	9	@	—	11½
English Blister (2d and 1st quality).....	11½	@	—	15
English Machinery.....	12½	@	—	15
English German (2d and 1st quality).....	14	@	—	16
American Blister "Black Diamond".....	10½	@	—	16
American, Cast, Tool, do.	19	@	—	19
American, Spring, do.	10	@	—	13
American Machinery do.	—	@	—	13
American German do.	10	@	—	13

COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New	per lb.	—	@	35
Bolts		—	@	35
Braziers'		—	@	35
Nails		40	@	—
Sheathing, &c., Old		22	@	23
Sheathing, Yellow Metal		—	@	27
Bolts, Yellow Metal		—	@	27
American Ingot		22 1/2	@	22 1/2

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.;				
Plate and Sheets and Terne Plates, 25 per cent. ad val.				
Banca	(gold).....	—	34	@ —
Straits	(gold).....	—	29 1/2	@ 30
English	(gold).....	—	30	@ — 30
Plates—Fair to good brands..... Gold..... Currency.....				
I. C. Charcoal.....per box	8 25	@	8 50	12 — @ 12 25
I. C. Coke.....	6 75	@	7 50	9 25 @ 10 75
Coke Terne.....	5 75	@	6 —	8 50 @ 8 75
Charcoal Terne.....	7 75	@	8 11	— @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents				
	per gallon.			
Crude, 40 @ 47 gravity (in bulk), per gall.	— 16 1/2	@	— 17	
Crude, 40 @ 47 gravity (in shipping order).....	— 22	@	—	
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	— 20	@	— 30	
Refined, Standard White (in ship's order).....	— 31 1/2	@	— 32	
Refined, prime White (in shipping order).....	—	@	— 33	
Refined, S. W. (in merchantable order).....	—	@	— 30	
Naphtha, Refined, (60 @ 63 gravity).....	—	@	— 10	
Residuum.....	per bbl.	6 25	@	6 50

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2 1/2; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.			
6 by 8 to 7 by 9.....	per 50 feet.	7 75	@ 6 —
8 by 10 to 10 by 15.....		8 25	@ 6 50
11 by 14 to 12 by 18.....		9 75	@ 7 —
14 by 16 to 16 by 24.....		10 50	@ 7 50
18 by 22 to 18 by 30.....		12 25	@ 8 —
20 by 30 to 24 by 30.....		15 —	@ 9 —
24 by 31 to 24 by 36.....		16 50	@ 10 —
25 by 36 to 30 by 44.....		17 50	@ 12 50
30 by 46 to 32 by 48.....		20 —	@ 13 50
32 by 50 to 32 by 56.....		22 —	@ 14 50
Above.....			

(The above subject to a discount of 50@55 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)		(New List, March 11th.)	
6 by 8 to 8 by 10.....	per 50 feet.	8 50	@ 6 25
8 by 11 to 10 by 15.....		9	@ 6 75
11 by 14 to 12 by 18.....		10	@ 7 50
13 by 18 to 16 by 24.....		11	@ 8
18 by 22 to 18 by 30.....		13 50	@ 9
20 by 30 to 24 by 30.....		16 50	@ 10
24 by 32 to 24 by 36.....		18	@ 12
25 by 36 to 26 by 40.....	(3 qlts.).....	20	@ 16
28 by 40 to 30 by 48.....	(3 qlts.).....	22	@ 18
30 by 50 to 32 by 56.....	(3 qlts.).....	24	@ 20
32 by 58 to 34 by 60.....	(3 qlts.).....	27	@ 23

(Subject to a discount of 50@55 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 16.

	Th.10.F.11.Sat.	12.M.14.Tu.15.W.16
Boston, Hartford & Erie.....	82	84 63 63
Canton Co.....	111	113 114 111 110
Central of N. Jersey.....	154	155 155
Chicago & Alton.....	154	155 155
.. pref.....	154	155 155
.. 1 M.....	154	155 155
.. S. F.....	154	155 155
.. Inc. bds.....	154	155 155
Chicago, Burl. & Q.....	88, 1883	90 85 1/2 83 1/2 82
Chi. & Gt. Eastern 1st m.....	97 1/2	100 101 95 1/2 94 1/2 94 1/2
Chi. & Northwestern.....	86 1/2	88 1/2 90 85 1/2 83 1/2 82
.. pref.....	97 1/2	100 101 95 1/2 94 1/2 94 1/2
.. 1st M.....	93	93 93 93 94 1/2 94 1/2
.. Interest.....	93	93 93 93 94 1/2 94 1/2
.. S. F.....	93	93 93 93 94 1/2 94 1/2
.. Consol.....	99 1/2	99 1/2 99 1/2 99 1/2 99 1/2
Chic., Rock Isl. & Pac. 117 1/2	120 1/2	120 119 1/2 119 1/2 118 1/2
Chicago & R. I. 7s, 1870 101	101	101 101 101 101 101
Chi., R. I. & Pa. 7s, 1896.....	99	99 99 99 99 99
Clev., Col. C. and Ind.....	73	73 73 73 73 73
Clev. and Pittsburgh.....	92 1/2	96 1/2 96 1/2 96 1/2 96 1/2
.. 2 M.....	96 1/2	96 1/2 96 1/2 96 1/2 96 1/2
.. 3 M.....	96 1/2	96 1/2 96 1/2 96 1/2 96 1/2
.. 4 M.....	96 1/2	96 1/2 96 1/2 96 1/2 96 1/2
.. Consol.....	96 1/2	96 1/2 96 1/2 96 1/2 96 1/2
Clev. and Toledo.....	96 1/2	96 1/2 96 1/2 96 1/2 96 1/2
.. S. F. 7s.....	100 1/2	100 1/2 100 1/2 100 1/2 100 1/2
Col., Chi. & Ind. C.....	41 1/2	41 1/2 41 1/2 41 1/2 41 1/2
.. 1 M.....	84	84 84 84 84 84
.. 2 M.....	84	84 84 84 84 84
Cumberland Coal pref.....	133	133 133 133 133 133
Del. & Hudson Canal.....	133	133 133 133 133 133
Del., Lack. & Western.....	117	117 117 117 117 117
.. 1 M.....	117	117 117 117 117 117
.. 2 M.....	117	117 117 117 117 117
Erie Railway.....	117	117 117 117 117 117
.. pref.....	117	117 117 117 117 117
.. 1 M. 7s, 1867.....	117	117 117 117 117 117
.. 2 M. 7s, 1870.....	117	117 117 117 117 117
.. 3 M. 7s, 1883.....	117	117 117 117 117 117
.. 4 M. 7s, 1880.....	81	89 1/2 89 1/2 89 1/2 89
.. 5 M. 7s, 1888.....	81	89 1/2 89 1/2 89 1/2 89
Great Western 2d mort.....	122	122 122 122 122 122
Hannibal & St. Joseph 118	122	125 125 125 121 120
.. pref.....	120	125 125 125 121 120
Hudson River.....	153 1/2	157 1/2 158 1/2 158 1/2 156 1/2 155 1/2
.. 1 M. 7s, 1869.....	153 1/2	157 1/2 158 1/2 158 1/2 156 1/2 155 1/2
.. 2 M. S. F.....	153 1/2	157 1/2 158 1/2 158 1/2 156 1/2 155 1/2
.. 3 M. 7s, 1875.....	153 1/2	157 1/2 158 1/2 158 1/2 156 1/2 155 1/2
.. bond.....	145	145 143 144
Illinois Central.....	105 1/2	106 1/2 105 1/2 105 1/2 104 1/2
Lake Shore & Mich. S'th. 102 1/2	105 1/2	106 1/2 105 1/2 105 1/2 104 1/2
.. Div. bonds.....	102 1/2	105 1/2 105 1/2 105 1/2 104 1/2
Marietta & Cin. 1st pref.....	92 1/2	92 1/2 92 1/2 92 1/2 92 1/2
.. 2d pref.....	92 1/2	92 1/2 92 1/2 92 1/2 92 1/2
Michigan Central.....	131	133 135 130 130
.. S. F. 8s, 1882.....	131	133 135 130 130
.. conv. 8s, '60.....	130	133 135 130 130
M. S. and N. I.....	130	133 135 130 130
.. 1 M. S. F.....	130	133 135 130 130
.. 2 M.....	130	133 135 130 130
Mariposa Mining Co.....	7 1/2	12 1/2 11 8 9 1/2
.. pref.....	16 1/2	17 18 19 17 17
.. Tr. 10s etfs. 40	45	46 50 47 46
Milw. and St. Paul.....	73 1/2	75 1/2 75 1/2 73 1/2 73 1/2
.. pref.....	83 1/2	86 86 87 84 84
.. 1st mort.....	95	95 95 95 95 95
.. 2d mort.....	95	95 95 95 95 95
.. 8s.....	95	95 95 95 95 95
.. 7 3-10s con.....	95	95 95 95 95 95
Missouri 6s.....	92	92 1/2 92 1/2 94 95 1/2
.. H. & St. J. Iss.....	92	92 1/2 92 1/2 94 95 1/2
Morris and Essex.....	89 1/2	90 90 89 89 89
.. 2d mort.....	90	90 90 89 89 89
.. pref.....	99 1/2	99 1/2 99 1/2 99 1/2 99 1/2
New York Central.....	183	186 1/2 190 1/2 191 1/2 188 1/2 188 1/2
.. 7s, S. F. 1876.....	183	186 1/2 190 1/2 191 1/2 188 1/2 188 1/2
.. 7s, conv. 76.....	183	186 1/2 190 1/2 191 1/2 188 1/2 188 1/2
.. 6s, S. F. 1883.....	183	186 1/2 190 1/2 191 1/2 188 1/2 188 1/2
.. 6s, S. F. 1887.....	183	186 1/2 190 1/2 191 1/2 188 1/2 188 1/2
N. York and Harlem.....	144	144 1/2 147 1/2 146 94
.. pref.....	144	144 1/2 147 1/2 146 94
.. 1 M. 7s, 1873.....	144	144 1/2 147 1/2 146 94
N. Carolina 6s.....	57	59 1/2 59 1/2 59 1/2 59 1/2 60 1/2
.. new.....	54	56 1/2 55 56 1/2 56 1/2 55 1/2
Ohio and Miss.....	32 1/2	32 1/2 33 33 1/2 32 1/2 32 1/2
.. pref.....	32 1/2	32 1/2 33 33 1/2 32 1/2 32 1/2
.. 1st M.....	32 1/2	32 1/2 33 33 1/2 32 1/2 32 1/2
Pacific Mail S. Co.....	83 1/2	84 1/2 84 1/2 93 89 1/2 89 1/2
Panama.....	84 1/2	84 1/2 84 1/2 93 89 1/2 89 1/2
Phila. and Reading.....	98	98 98 98 97 98 1/2
Pitts, Ft. W. & Chicago 155	156 1/2	157 156 156 156 156 1/2
.. 1 M.....	104	104 104 104 104 104
.. 2 M.....	98 1/2	98 1/2 98 1/2 98 1/2 98 1/2
.. 3 M.....	96	96 96 96 96 96
.. Equip. 8s.....	96	96 96 96 96 96
Quicksilver Mining Co. 15	15	15 1/2 16 1/2 15 1/2
St. L., Alton & T. H.....	15	15 1/2 16 1/2 15 1/2
.. pref.....	15	15 1/2 16 1/2 15 1/2
.. 1 M.....	95	95 95 95 95 95
.. 2 M. pref.....	84	84 84 84 84 84
.. Income bds 77	84	84 84 84 84 84
Tennessee 6s.....	66	66 67 67 65 1/2 64 1/2
.. new.....	62	62 1/2 64 1/2 63 1/2 62 1/2 62 1/2
Tol., Wab. & Western.....	69 1/2	73 74 72 72 72
.. pref.....	69 1/2	73 74 72 72 72
.. 1 M. ex.....	73	73 74 72 72 72
.. 2 M.....	73	73 74 72 72 72
.. Equipment.....	77	77 77 77 77 77
Virginia 6s, ex-coupon.....	57	56 56 56 57 57
.. new.....	51	51 51 51 51 51

New York Stock Exchange.

Actual Sale Prices for the week ending June 16.

Th.10. F.11. Sat.12. M.14. Tu.15. W.16

FEDERAL STOCKS:—					
U. S. 5s, 1871, reg.	108	108	108	108	108
U. S. 5s, 1871, coup.	108	108	108	108	108
U. S. 5s, 1874, reg.	108	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108	108
U. S. 5s, 10-40s, coup.	108	108	108	108	108
U. S. 5s, 10-40s, reg.	108	108	108	108	108
U. S. 5s, 1881, reg.	117	117	116	116	116
U. S. 5s, 1881, coup.	121	121	121	121	121
U. S. 5s, '81, O.W.L. y.	117	117	117	117	117
U. S. 5s, 1881, . . . y.	117	117	117	117	117
U. S. 5s, 5-20s, reg.	116	116	116	116	116
U. S. 5s, 5-20s, c. 1862, 122	122	122	122	122	122
U. S. 5s, 5-20s, reg. '64.	116	116	116	116	116
U. S. 5s, 5-20s, c. 1864, 117	117	117	117	117	117
U. S. 5s, 5-20s, reg. '65.	118	118	118	118	118
U. S. 5s, 5-20s, c. 1865, 118	118	118	118	118	118
U. S. 5s, 5-20s, r. n. '65.	115	115	115	115	115
U. S. 5s, 5-20s, c. n. '65, 119	119	119	119	119	119
U. S. 5s, 5-20s, reg. '67.	119	119	119	119	119
U. S. 5s, 5-20s, c. 1867, 119	119	119	119	119	119
U. S. 5s, 5-20s, reg. '68.	115	115	115	115	115
U. S. 5s, 5-20s, c. '68.	119	119	119	119	119
U. S. 5s, Pac.R.R. issue.	106	106	106	106	106

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 15.

W.9. Th.10. F.11. Sat.12. M.14. Tu.15

Catawissa					
.. preferred .. 38	38	38	38	38	38
Camden and Amboy .. 127	128	128	128	129	129
.. 6s, 1870 .. 88	88	88	88	88	88
.. 6s, 1875 .. 88	88	88	88	88	88
.. 6s, 1883 .. 88	88	88	88	88	88
.. 6s, 1889 .. 88	88	88	88	88	88
.. mort. 6s, '89 93	93	93	93	93	93
Elmhurst & Williamsport ..	..	..	..	..	..
.. pref. ..	..	..	..	..	..
.. 7s. ..	..	..	..	..	..
Lehigh Navigation .. 36	36	36	37	37	37
.. 6s, 1884 .. 84	84	84	84	84	84
.. Gold L. .. 99	99	99	99	99	99
.. R. R. L. .. 89	89	89	89	89	89
Lehigh Valley R. R. .. 56	56	56	56	56	56
.. 6s new coup. ..	..	..	..	..	..
.. 6s new reg. ..	..	..	..	..	..
Little Schuylkill R.R. ..	..	..	..	..	..
.. 7s. ..	..	..	..	..	..
Minehill .. 55	55	55	55	55	55
Morris Canal ..	..	..	..	..	..
.. pref. ..	..	..	..	..	..
.. 6s, 1876 ..	..	..	..	..	..
North Pennsylvania ..	..	..	..	..	..
.. 6s, 1880 .. 91	91	91	91	91	91
.. 7s. ..	..	..	..	..	..
.. 10s, 1887 ..	..	..	..	..	..
Northern Central .. 49	49	49	49	49	49
Pennsylvania R. R. .. 57	57	57	57	57	57
.. 1st M. ..	101	101	101	101	101
.. 2d M. ..	96	96	96	96	96
Penn. State, 6s, 1st series ..	107	107	107	107	107
.. 6s, 2d series ..	107	107	107	107	107
.. 6s, 3d series ..	107	107	107	107	107
.. 6s, W. L. .. 102	102	102	102	102	102
Philadelphia City, 6s ..	100	100	100	100	100
.. new .. 100	100	100	100	100	100
Philad. Germ. & Nor. ..	48	48	48	48	48
Phila. & Reading .. 49	49	49	49	49	49
.. 7s, 1893 ..	..	..	..	..	..
Philadelphia and Erie .. 32	32	32	32	32	32
.. 6s. ..	..	..	..	..	..
.. 7s. ..	..	..	..	..	..
Schuylkill Navigation ..	19	19	19	19	19
.. pref. ..	..	..	..	..	..
.. 6s, 1882 .. 68	68	68	68	68	68
.. 6s, 1876 ..	..	..	..	..	..
.. 6s, 1872 ..	..	..	..	..	..
Susq. Canal ..	..	..	..	..	..
.. 6s, 1878 .. 58	58	58	58	58	58
Union Canal, pref. ..	..	..	..	..	..
.. 6s, 1878 ..	..	..	..	..	..
Hestonville, (Horse) ..	..	..	..	..	..
Chestnut & Wal. ..	..	..	..	..	..
Green & Coates ..	..	..	..	..	..
2d and 3d streets .. 48	48	48	48	48	48
Spruce and Pine ..	..	..	..	..	..
13th and 15th sts. ..	..	..	..	..	..

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 15.

W.9. Th.10. F.11. Sat.12. M.14. Tu.15

Baltimore City 6s, 1875. 92					
.. 1886 .. 92	92	92	92	92	92
.. 1890 .. 93	93	93	93	93	93
.. 1893 .. 93	93	93	93	93	93
Balt and Ohio ..	120	120	120	120	120
.. bonds, 1875, 93	93	93	93	93	93
.. 1880, 92 ..	92	92	92	92	92
.. 1885 ..	91	91	91	91	91
Marietta & Cin. 1st M. .. 89	89	89	89	89	89
.. 2d M. .. 71	71	71	71	71	71
Northern Central .. 49	49	49	49	49	49
.. bonds, 1885 ..	88	88	88	88	88
.. 1900, 86 ..	86	86	86	86	86
N. W. Va. 1st mort. ..	..	..	..	..	..
.. 2d mort. ..	..	..	..	..	..
.. 3d mort. ..	..	..	..	..	..
City Passenger R. R. ..	..	..	..	..	..

Boston Stock Exchange.

Actual Sale Prices for the week ending June 16.

Th.10. F.11. Sat.12. M.14. Tu.15. W.16

Boston and Albany .. 160	160	160	160	160	160
Boston and Lowell ..	145	145	145	145	145
Boston and Maine ..	145	145	145	145	145
Boston and Providence ..	137	137	138	138	138
Boston, Hartford & Erie 23	23	23	24	23	23
.. 7s, new ..	64	64	65	66	67
Cheshire, pref. .. 76	76	76	75	75	75
Concord ..	74	74	74	74	74
Connecticut River ..	135	135	135	135	135
Eastern ..	119	119	118	118	118
Fitchburg ..	133	133	133	133	133
Manchester & Lowell ..	130	130	130	130	130
Michigan Central ..	130	130	131	131	131
Northern, N. H. ..	111	109	109	109	109
Ogdens & Lake Champ. ..	..	..	..	..	..
.. pref. ..	..	..	..	..	..
Old Colony & Newport 103	103	103	103	103	103
Ph. Wil. & Baltimore .. 54	55	55	55	54	54
Port'd, Saco & Ports ..	..	..	..	..	..
Vermont & Canada ..	99	100	100	100	100
Vermont & Mass. ..	60	60	60	60	60
Vt. C. & Vt. & C. Eq. 8s ..	..	..	..	..	..
Broadway (Horse) ..	..	..	..	..	..
Cambridge ..	..	..	..	..	..
Metropolitan ..	68	68	68	68	68
Middlesex ..	..	..	..	..	..
Central Mining Co. ..	..	..	..	..	..
Copper Falls ..	..	..	..	..	..
Franklin ..	..	..	..	..	..
Huron ..	..	..	..	..	..
Ile Royale ..	..	..	..	..	..
National ..	..	..	..	..	..
Minnesota ..	..	..	..	..	..
Pewabic ..	..	..	..	..	..
Pittsburg ..	..	..	..	..	..
Quincy ..	..	..	..	..	..

London Stock Exchange.

Closing Prices—

May 21. May 28.

Atl. & Gt. West. N. Y. sec. 7 per ct.	65	70	60	65
1st mort., 1880 ..	55	60	55	60
Do. do., 2d mort., 1881 ..	55	60	55	60
Do. Penn., 1st mort., 1877 ..	55	60	55	60
Do. do., 2d mort., 1882 ..	55	60	55	60
Do. Consol. 7 per cent. mort. 1890 ..	25	26	24	25
Detroit and Milwaukee 1st mort. 7s. ..	61	63	60	62
Do. 2d mort. 5 p. c. ..	61	64	60	63
Erie shares 100 dol. all paid ..	19	19	18	19
Do. sterling 6 p. c. convertible bonds ..	65	70	65	70
Do. 3d mort. 7 p. c. 1883 ..	60	65	60	65
Illinois Central, 6 per cent., 1875 ..	93	101	98	101
Do. Redemption mort. bonds 6 p. c. ..	79	81	75	80
Do. 7 per cent., 1875 ..	64	65	65	66
Do. 100 dol. shares, all paid ..	74	75	75	76
Marietta and Cin. R. R. bonds 7 p. c. ..	75	80	75	80
New York Central, 100 dol. shares ..	103	105	103	105
Panama General mort. 7s, 1897 ..	103	105	103	105
Penn. R. R. bonds, 2d mort. 6 per ct. ..	85	88	85	88
Do. General mort. 6 p. c. 1910 ..	85	88	85	88
Philadelphia and Erie 1st mort. 1881 ..	86	88	86	88
Do. with option to be paid in Phila. ..	86	88	86	88

American Railroad Journal.

Saturday, June 19, 1869.

Stock Exchange and Money Market.

There has been a notable revival of activity in Money, since our last. The available supply has been materially reduced. The city banks have lost about 5 1/4 millions of deposits, and about 2 1/2 millions of legal tender notes; and have been obliged to reduce their outstanding loans nearly four millions. Private lenders have been less liberal of accommodation, particularly to the Stock and Gold operators. The U. S. Sub-Treasury has had its cash balances augmented by customs, excises, and the proceeds of the public sales of coin, over four and a half millions, the aggregate on Tuesday having been \$85,195,977, against only \$80,506,697 the preceding Tuesday. Washington advices report the coin reserved of the Treasury Department at 107 millions, including 25 millions deposited on private account; and the currency balance at 27 millions. On the 1st instant the aggregate of coin in the ownership of Treasury was nearly eighty-two millions, or precisely \$81,839,469, and the private coin deposits were \$23,340,720. The currency reserve was then about \$20,000,000, or precisely \$19,984,555, showing a gain in this item, in the last two weeks, of

about \$7,000,000. Call loans have been quoted here at from 7 per cent. in currency to the most unexceptionable borrowers, to as high as 1 1/2 @ 1/8 per cent. per day to the more needy of the speculative brokers. Business paper has been less freely sought after, and has been generally rated at from 8 @ 12 per cent. per annum, for the bulk of the marketable grades. The money pressure was most severely felt late on Tuesday, and through the more active hours of Wednesday.

The specie reserve of the city banks according to the latest return is \$19,053,580, against \$11,193,631 same time last year. The city bank deposits are now \$193,886,905, against \$210,670,765 week ending June 13, 1868. The legal tender reserve amounts to \$50,859,258, against \$69,202,840 same time last year. The circulation now stands at \$34,144,790, against \$24,166,846 same time last year. The loans are now \$271,983,735, against \$275,142,024 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$142,667,774 a day, against a daily average of \$127,713,504 the preceding week, and \$130,274,748 the week ending with May 26, 1869. The current week's exchanges average about \$142,778,129 a day. The city banks, last week, reported a gain of \$2,417 of specie, with a loss of \$5,237,137 of deposits, and \$2,430,171 of legal tender notes. They reduced their loans, \$3,935,874; and increased their circulation, \$161,795.

The city bank exchanges on Wednesday were \$143,334,605, and the resulting balances, \$4,123,725.

National Bank notes to the amount of \$97,190 were issued last week by the Treasury Department, making the total issue to 1,635 banks thus far, amount to \$315,759,228, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$16,016,194, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,858,931,) an actual circulation at this date, of \$299,743,034. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,891,200; and for the public deposits, \$28,316,350—making a total of \$371,207,550. The Treasury Department last week redeemed and destroyed \$282,420 of worn and mutilated fractional currency, and issued \$120,669 of new. The outstanding amount of fractional currency on the 1st of June, was \$33,452,523 against \$35,330,323, on May 1, \$36,719,912 on the 1st of April, \$36,781,548 on March 1, \$35,511,127 on February 1, and \$34,215,716 on the 1st of January.

The U. S. Sub-Treasury receipts, week ending with June 12, were \$10,053,206, including \$2,042,338 from customs duties; payments, \$7,123,599, including \$912,143 of coin interest; balance at the close of the week, \$82,507,817, against \$79,578,210 at the close of the preceding week, showing an increase of \$2,929,607. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, \$1,779,687, including \$341,693 from customs; payments, \$1,183,743, including \$44,872 of coin interest. On Tuesday, receipts, \$4,640,960, including \$340,000 from customs, and payments, \$2,538,784, including \$26,058 of coin interest.

The balance at the close of business on Tuesday stood at \$85,195,977, against \$80,506,697 a week previous; and \$78,466,478 on June 2, 1869. The aggregate receipts of the office in May were \$53,236,435, including \$10,034,613 from customs, aggregate payments, \$60,202,733, including \$13,681,439 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was \$16,307,200, against \$21,672,500, April 1, \$28,775,560, March 1; \$32,659,520 on Feb. 1, and \$27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$1,079,000, and retired \$1,943,338 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during May, reached \$10,606,080.

Government revenues have been yielding quite satisfactory of late. The excises, last week, yielded about 8 millions; customs at the port of New York, \$2,133,613, and at the outports about \$700,000 (in coin) more, making the grand total income for the week equal to about \$11,896,217 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 153,000,000, according to the latest Washington advices. The customs yielded, same time, about 172 millions in gold.

Gold has been less confidently dealt in, owing in the main, to the increased activity in Money, which has operated very sharply against the speculative interest. The customs demand has been fairly active, but has not been much in excess of the public sales of gold by the Treasury Department. The export inquiry has been on a restricted scale, affording no great aid to the operators for a rise. The range of the price during the week has been 137 $\frac{3}{4}$ @139 $\frac{3}{4}$, and the closing quotation on Monday was 138 $\frac{1}{2}$. The million of Government loan was awarded on Monday at from 139.13 $\frac{1}{2}$ @139.33. The aggregate of the bids was \$2,885,000, and the range 138.90@139.33.

The customs of the port on Wednesday yielded \$416,000. The U. S. Sub-Treasury disbursed \$34,781 of coin interest, on that day.

The customs demand for Gold last week, averaged \$355,602 a day; thus far, this week, it has averaged \$340,846 a day, or equal to a weekly aggregate of \$2,045,076. The arrivals of specie from Europe, Havana and other foreign ports, during the week were unimportant, and since Jan. 1, \$8,807,886, against \$3,241,313 same time in 1868. The receipts from California, since our last, have been none. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$119,731,817, against \$109,206,764 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to June 5th, 1869, \$3,129,695, against \$3,440,646 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$19,231,237, against \$34,742,562 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$15,511,325. The exports of specie, from this port, last week, were \$403,024, against \$2,967,321 same week last year; total, since July 1, 1868, \$35,992,715, against \$72,018,881 in 1867-'68. Government disbursed last week through the U.

S. Sub-Treasury here, on account of the coin interest on the public debt \$912,143; since July 1, 1868, \$86,731,172, against \$72,992,637 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to June 5, 1869, were \$16,754,679, against \$16,696,090 same time in 1868. It appears that our bankers are now receiving the bulk of their San Francisco remittances in this way, and the last Aspinwall steamer of the Pacific Mail brought only \$75,000 for New York. It is by no means certain that the same cause may not, after awhile, affect the receipts of Gold at San Francisco, by diverting the Gold in its crude state from the mines in the interior near the line of the railway to the Philadelphia Mint or New York Assay Office, in place of San Francisco.

Foreign exchange has been in rather better supply, and rather variable in price, on a less active demand. The increasing exports of produce add to the available offerings of bills, and tend to weaken the market. Bankers' prime sixty day bills on London closed on Wednesday at 109 $\frac{1}{4}$ @109 $\frac{3}{8}$, and on Paris to 5.22@5.16 $\frac{1}{4}$; sight bills on London to 109 $\frac{3}{8}$ @110 $\frac{3}{8}$, and on Paris to 5.16 $\frac{1}{4}$ c.@5.13 $\frac{3}{4}$. The offering of produce bills has been quite extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,353,482, against \$2,359,561 same week last year; total, since July 1, 1868, \$162,267,588, against \$172,695,229 same time in preceding fiscal year of 1867-'68.

Immigration at this port is now up to a weekly average 11,560 immigrants. At the present rate of emigration from the Old World, we are likely to have material for transforming several of our Western Territories into new States, this year, without diverting the natural increase of population from the old States. It is probable, however, that much the greater portion of the present arrivals, consisting of the hardy people of the North of Europe—Danes, Swedes and Norwegians—as well as the usual proportion of German and Irish will settle in Illinois, Wisconsin, Iowa, Minnesota, &c.

Government securities have been offered rather more liberally, partly in consequence of the stringency in Money; while the demand has been quite moderate, and prices have yielded a little, varying frequently a fraction, and closing on Wednesday rather heavily. The accepted offers of bonds at the Sub-Treasury on that day were as follows: Of Messrs. Jay Cooke, \$250,000 coupon 1867 Five-twenties at 115.28, and \$250,000 do., 115.30. Of Messrs. Fisk & Hatch, \$250,000 do., 115.29, and \$250,000 do., 115.31.

U. S. sixes of 1881 closed here on Wednesday at 121@121 $\frac{1}{4}$; U. S. Five-twenties of 1862, ex coupon, 122@122 $\frac{1}{4}$; U. S. Five-twenties of 1864 at 116 $\frac{3}{4}$ @117; U. S. Five-twenties of 1865 at 118 $\frac{3}{4}$ @118 $\frac{3}{8}$; U. S. Five-twenties of 1865, consolidated, 119 $\frac{1}{8}$ @119 $\frac{1}{4}$; U. S. Five-twenties of 1867, 119 $\frac{1}{8}$ @119 $\frac{1}{4}$; U. S. Five-twenties of 1868, 119 $\frac{1}{8}$ @119 $\frac{1}{4}$; U. S. Ten-forties at 108 $\frac{1}{8}$ @108 $\frac{1}{4}$; U. S. Six per cent. currency bonds, 106 $\frac{3}{8}$ @106 $\frac{1}{2}$.

The Attorney General of the State of Missouri has decided that the principal and interest of the bonds of that State issued in aid of the Pacific Railroad, the Southwest Branch, Iron Mountain, North Missouri, Cairo and Fulton and Platte County Railroads, are payable in coin, as they

become due. The interest will therefore be paid in July, and thereafter in gold.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 2.	June 9.	June 16.
Consols	92 $\frac{3}{8}$	92 $\frac{3}{4}$	92 $\frac{1}{2}$
U.S. 5-20's of 1862...	80 $\frac{1}{2}$	80 $\frac{3}{8}$	80 $\frac{3}{8}$
Erie	19 $\frac{1}{4}$	18 $\frac{3}{4}$	19 $\frac{3}{4}$
Ill. Central	96	94 $\frac{1}{2}$	95
At. & Great Western. .		25	....

Railway and miscellaneous stocks have been unusually variable in price, on freer offerings, influenced by the Money pinch, which has operated against a buoyant, or even steady market. The dealings have been extensive but on the basis of reduced values, the speculation having been excited and feverish.

There has been more activity in domestic produce, particularly in exportable breadstuffs and in cotton at firmer rates. Middling upland cotton closed buoyantly on Wednesday at 33@33 $\frac{1}{2}$ cts. per lb. The stock of cotton now here is estimated at about 39,000 bales. The receipts at the port this week, have averaged about 1,670 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,234,000 bales, against 2,293,000 bales same time in 1867-'8; exports, same time 1,381,000 bales, against 1,668,000 bales same time in 1867-'8; stock on hand at latest dates, 131,000 bales, against 125,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 12,937 pkgs., against 11,140 pkgs., same time last year. From Boston, 4,056 pkgs., against 5,836 pkgs. same time in 1868.

Foreign merchandise has been in less request, as a rule, at less buoyant prices. The total imports of foreign dry goods, last week, were \$1,146,426, and the total amount marketed \$1,124,683. The value of foreign merchandise imported last week, was \$4,479,424—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$5,625,850, against \$5,013,085 same week last year; total since July 1, 1868, \$278,500,524, against \$231,565,889 in 1867-'8.

At the Live Stock markets, this week, Beeves have been in less demand, at from 10@16 $\frac{1}{2}$ c., per lb.; week's receipts, 6,701. Milch cows, very dull at from \$40@\$110 each, receipts, 67. Veal calves in fair request at from 5@11 $\frac{1}{2}$ c. per lb.; receipts, 1,965. Sheep and lambs active and firmer at from 4 $\frac{1}{2}$ @8c., per lb.; receipts, 23,467. Swine in more demand at from 9@9 $\frac{1}{2}$ c. per lb.; receipts, 25,454.

There has been more activity in ocean freights, and rates have shown more firmness. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 9d.@2s. by steamer, per bbl.; grain at 5 $\frac{1}{2}$ @6d. by sail, and 6d.@6 $\frac{1}{2}$ d. by steamer, per bushel; cotton at 5 $\frac{1}{2}$ d. by sail, and 1 $\frac{1}{4}$ d. by steamer, per lb.; and heavy goods 15s.@30s. by sail, and 20s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 498.

The New York exports, exclusive of specie, for the week ending June 15, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$2,359,561	\$4,353,482
Prev. reported	78,044,960	75,181,940
Since January 1,	\$80,404,521	\$79,585,422

The imports for the week ending June 12, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,206,766	\$1,146,426
Gen. merchandise.....	3,806,319	4,479,424
Total for the week.....	\$5,013,085	\$5,625,850
Previously reported....	106,003,135	140,338,004

Since January 1.....\$111,016,220 \$145,963,584

The balance in the Sub-Treasury on Wednesday was \$83,834,735 95.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Central 2d mort., 100; Toledo, Wabash and Western consol. bonds, 83; Galena and Chicago 1st mort., 100; Chicago and Milwaukee 1st mort., 91; Toledo, Peoria and Warsaw 1st mort., E. D., 85; do., W. D., 85; Peninsular 1st mort., 96; Ohio and Mississippi consol. bonds, 86; St. Louis and Iron Mt. 1st mort., 85; Dubuque and Sioux City R. R., 106½; New York and New Haven R. R., 135; do., 6s, 95½; New Jersey R.R., 132; Louisiana 6s, 71¾; do., 6s, Levee bonds, 66¾; N. Y. State 7s, Bounty Loan, reg., 107½; do., 6s, 1873, ex int., 100; Alabama 8s, 99¾; Georgia 7s, 97; Brooklyn 6s, W. L., 96; Brunswick City Land, 9; Central Coal, 70; Western Union Telegraph, 41; Wells-Fargo Exp. Co., 31¾; Adams' Exp., 59¾; Am. Mer. Union Exp., 40¾; U. S. Exp., 69½; Mer. Union Exp., 15; Buchanan Farm oil, 0.62; Central petroleum, 0.70; Consolidated Gregory gold, 2.65; Combination Silver, 7.00; Grass Valley gold, 0.70; Home Company oil, 7.50; Lehigh and Susq., 0.67; Montana Gold, 0.15; Phillips petroleum, 0.25; Quartz Hill Gold, 0.83; Smith and Parmalee gold, 2.70; United petroleum Farm, 0.15; United States pet., 1.00; Wallkill Lead, 0.10.

Philadelphia.—Allegheny Co. 5s, 77½; Penna. State coupon 5s, 93½; St. Louis Gold Loan, 105; Phila. and Reading 6s, 1843-'80, 91½; do., 1870, 99½; West Jersey 6s, 93; Delaware Division Canal, 49½; Morris Canal 7s, scrip, 67; Niagara oil, 2¼. The latest quotations are: City 6s, 94@94; do., free of tax, 100@100½; State 5s, coupon, 93¾@94½; do., 6s, W. L., 103@103½; do., 1st series, 104@105; do., 2d series, 107@107½; do., 3d series, 108@109; Reading, 49½@49¾; do., 7s, 1893, 105@106; do., 6s, 1880, 91@91½; Camden and Amboy, 129@130; do., mort. 6s, 1889, 93½@93½; do., 1883, 58@88¼; Penn. R. R., 57@57½; do., 1st mort., 101@101½; do., 2d mort., 96@96½; Little Schuylkill R. R., 44@45; Morris Canal, 30@40; do., pref., 64@65; do., bonds, 78@82; Susquehanna Canal, 13@—; do., 6s, 57@58; Sch. Nav., 9¾@10¼; do., pref., 197½@20¼; do., 6s, 1882, 68@69; Delaware Div. Canal, 49½@50; do., bonds, 81@83; Elmira and Williamsport, 30@30¼; do., pref., 40@41½; do., 7s, 1873, 91½@93; do., 5s, 59@60; Lehigh Coal and Navigation, 36¾@37; do., 6s, 1884, 84@85; do., R. R., Loan, 88½@88¾; do., Gold Loan, 93½@93¾; North Pennsylvania, 36@36½; do., 6s, 91@91½; do., Chattle 10s, 108@109; Philadelphia and Erie, 32¾@32½; do., 6s, 88@88½; Minehill, 55½@55½; Catawissa, 16@20; do., pref., 38@38½; Lehigh Valley, 56@56½; do., 6s, new, 94@94½; Fifth and Sixth

streets, (horse,) 35@40; Second and Third, 48@49; West Philadelphia, 61@61¼; Spruce and Pine, 26@27½; Green and Coates, 39@40; Chestnut and Walnut, 47¾@48; Thirteenth and Fifteenth, 18¼@19; Girard College, 29@29¼; Tenth and Eleventh, 71@71½; Union, 44@—; Hestonville, 12@12¾.

Boston.—Atlantic and Pacific R. R. 6s, gold, guar., 79½; Central Pacific 6s, 99½; Union Pacific 6s, 92¾; Vermont Central 1st mort., 78¾; Burlington and Missouri River R. R. 8s, 101½; Eastern R. R. 6s, 1874, 95¼; do., 1885, 95¾; Cincinnati, Sandusky and Cleveland 7s, 1890, 74¾; Indianapolis and Cincinnati R. R., 16; Summit Branch R. R., 22¼; do., 6s, 1875, 80; Nashua and Lowell R. R., 135; Boston, Hartford and Erie scrip, 135; Boston Water Power Co., 16½; Cary Imp., 8¼; Maine 6s, 1883@1889, 99¾; Massachusetts 6s, 1872, gold, 126½; St. Louis 6s, 1889, 85½; do., 1882, 83¾; Cambridge 6s, 1875@1883, 99½; Chicago 7s, 97¼; Boston 5s, 1883@1885, gold, 107; Concord Mining Co., 1; Hecla, 86; Humboldt, 25c.; Hancock, 4; Phoenix, 9; Superior, 25c.; South Side, 40c.; St. Clair, 55c.

Baltimore.—Orange and Alexandria 2d mort. 6s, 76; do., 3d mort., 71; Richmond and Danville bonds, 72½; Central Ohio R. R., 30¼; do., 1st mort., 83½; York and Cumberland R. R. bonds, guar., 91; Memphis City 6s, 53¾; Baltimore Copper, 46; Baltimore and Cuba M. and S. Co., 46½. The latest quotations are: Balt. and Ohio, 120@121; do., 6s, 1875, 93½@94¼; do., 1880, 93@93½; do., 1885, 91½@91¾; Northern Central, 49@49½; do., bonds, 1885, 87½@88; do., 1900, 85½@86; Parkersburg Branch, 23¼@24; N. W. Va. 1st mort., 95@96; do., 2d mort., 90@92; do., 3d mort., 1885, 88@90; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 89¾@89¾; do., 2d mort., 70¾@71; Central Ohio, 30¼@30½; do., 1st mort., 83@83¾; Western Md. 6s, 1890, 74@80; do., guar., 90@95; do., 2d mort., guar., 87@—; Richmond and Danville bonds, 72¼@72½; Baltimore 6s, 1875, 91@92; do., 1886, —@90; do., 1890, 92@92¾; do., 1893, 94@95; do., 5s, 1838-'70, 73@80; City Passenger R.R., 19¾@20; George's Creek Coal, 70@74; Santa Clara, 1.50@2.00; Atlantic Coal, 3.00@3.25.

Proposals are invited for the construction of 165 miles of the Memphis, El Paso and Pacific Railroad—15 miles of which are between Jefferson and Paris, Texas, and 150 miles extending westward from Paris to Palo Pinto county. Work upon the first 15 miles to be completed by March, 1870, and upon the remainder by October 1, 1870. The office of the company in New York is at 66 Exchange Place, where bids will be received until the 1st of September. Profiles, maps, plans, etc., can be examined after the 15th of August. Specifications will be furnished after the 1st of August. See Advertisement.

The directors of the Bridgefield, Conn., and Port Chester, N. Y., Railroad Company have appointed S. N. Haight, Esq., engineer in chief, and decided to have a final survey of the route made and the maps prepared. When these are completed the work will immediately be placed under contract, and pushed as vigorously as possible.

EIGHT PER CENT. FIRST MORTGAGE BONDS, GUARANTEED BY THE STATE OF ALABAMA. PRINCIPAL AND INTEREST PAYABLE IN GOLD. The undersigned offer for sale the second installment of ALABAMA AND CHATTANOOGA RAILROAD BONDS,

and call attention to the following facts:

1. The mortgage is limited to \$16,000 per mile, issued only upon road built and equipped.
2. The road develops a section unsurpassingly rich in iron, coal, manufacturing facilities, and cotton, besides shortening the distance between New York and New Orleans 216 miles, and forming the shortest route possible between the two cities.
3. Since our last advertisement a donation of about 2,000,000 acres of land contiguous to the road has been confirmed to the Company by the United States Government, worth more than the entire amount of the first mortgage.
4. In the last month twenty miles of road have been finished, making seventy miles in operation, and the whole is under contract to be completed in twelve months.
5. These bonds are guaranteed by the State of Alabama, whose entire debt is less than \$5,000,000, whose interest has always been promptly met, and whose Eight per Cent. Currency Bonds are now selling above par.
6. Both principal and interest are payable in gold.
7. The present price is par and accrued interest in currency, the right being reserved to advance the price.
8. Ten thousand Five-twenties will purchase twelve of these bonds. The annual interest upon the \$10,000 Five-twenties will be \$600 gold. The annual interest upon \$12,000 bonds will be \$960 gold. We confidently recommend these securities as the best and cheapest investment now on the market.

SOUTTER & CO., No. 53 William st.,
HENRY CLEWS & CO. No. 32 Wall st.

Chicago and Northwestern Railway.

The following is a comparative statement of the earnings of this road for the fiscal years ending May 31, 1868 and 1869:

	1867-8.	1868-9.
Passenger	\$3,573,031 47	\$3,992,313 52
Freight.....	8,266,809 40	9,295,494 37
Express	464,405 57	315,912 35
Mail	172,605 90	175,822 46
Miscellaneous.....	137,994 12	163,290 21

Total.....\$12,614,846 46 \$13,942,832 91

This shows an increase in passenger earnings of \$419,282 05; in freight \$1,028,684 97; in mail, \$3,216 56; and in miscellaneous \$25,296 09; with a decrease in express of \$148,493 32—making the total increase \$1,327,986 45.

Great Western (Can.) Railway.

The gross traffic earnings of the Great Western Railway of Canada, for the month of April, 1869, were \$368,827 73; the working expenses, including renewals, \$211,346 93—and the net earnings \$157,480 80. For the three months ending April 30, 1869, the earnings were \$969,785 99; the expenses, \$611,175 58—and the net earnings, \$358,610 41. This shows an increase in earnings over the corresponding three months of 1868 of \$54,410 48, and in expenses of \$62,818 87—making the decrease in net earnings \$8,406 39.

The rails on the new railroad from Valley Stream, on the South Side Railroad of Long Island, to Rockaway, have been laid for four miles. The road will be completed to Rockaway the 4th of July.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.		
	1868.	1869.
Manufactures of wool....	\$904,878	\$1,050,661
" cotton...	943,382	982,937
" silk.....	1,391,942	1,519,664
" flax.....	732,352	766,460
Miscellaneous dry goods..	372,280	435,411

Total entered for consump. \$4,344,834 \$7,755,133

WITHDRAWN FROM WAREHOUSE.

	1868.	1869.
Manufactures of wool....	\$688,627	\$695,320
" cotton...	238,741	300,263
" silk.....	290,483	310,490
" flax.....	290,417	309,239
Miscellaneous dry goods..	156,652	132,489

Total withdrawn from warehouse.....\$1,664,920 \$1,747,901

Add entered for consump. 4,344,834 4,755,133

Tot. thrown on the market. \$6,009,754 \$6,503,034

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool....	\$571,377	\$837,829
" cotton...	210,008	418,563
" silk.....	241,207	337,864
" flax.....	341,341	506,608
Miscellaneous dry goods..	117,227	137,710

Total entered for wareh'g. \$1,481,160 \$2,238,574

Total entered for consump. 4,344,834 4,755,133

Total entered at the port. \$5,825,994 \$6,993,707

The imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1868.	1869.
Manufactures of wool...	\$5,565,180	\$7,483,805
" cotton...	4,724,746	7,610,147
" silk.....	7,133,574	8,309,858
" flax.....	3,604,253	4,933,707
Miscellaneous dry goods.	2,747,074	3,211,488

Tot. entered for consump. \$23,774,827 \$32,549,065

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1868.	1869.
Manufactures of wool...	\$4,551,671	\$4,682,430
" cotton...	2,610,060	2,226,639
" silk.....	1,933,589	1,966,771
" flax.....	2,642,952	2,428,356
Miscellaneous dry goods.	1,010,273	713,720

Total withdrawn from warehouse.....\$12,748,545 \$12,017,916

Add entered for consump. 23,774,827 32,549,065

Total thrown on the market.....\$36,523,372 \$44,566,921

ENTERED FOR WAREHOUSING.

	1868.	1869.
Manufactures of wool...	\$3,928,166	\$4,922,136
" cotton...	1,922,096	1,321,239
" silk.....	1,602,774	2,145,249
" flax.....	1,549,366	2,587,914
Miscellaneous dry goods.	930,966	590,105

Total entered warehouse. \$9,933,368 \$12,566,643

Add entered for consump. 23,774,827 32,549,065

Total entered at the port. \$33,708,195 \$45,115,648

Imports of foreign dry goods at New York for eleven months from July 1.

Year.	Invoiced value.
1863.....	\$59,061,614
1864.....	78,435,263
1865.....	44,411,871
1866.....	130,280,590
1867.....	99,161,965
1868.....	73,072,553
1869.....	88,131,658

From Herapath's Railway Journal.

Railway Economy.—The Locomotive.

We showed in our first article that the very satisfactory progress made during the last thirty years in economizing fuel in the locomotive engine, is due principally to improvements introduced in that part of the engine devoted to generating the steam, that is to say, in the construction of the boiler and furnace, and parts connected with them. This result has been brought about by providing the requisite amount of heating surface, having the fire-box and tube surface and flue area so judiciously proportioned and arranged as to absorb as large an amount of the heat generated as possible, adapting the furnace to burn coal by so modifying its construction as to admit an increased supply of oxygen to mingle with the volatile gases of the coal, and likewise to raise them to the sufficiently high temperature necessary to effect their combustion before they could escape into the smoke-box, by which not only has the combustion been more perfect, but the heat resulting therefrom has been more fully utilized, at the same time the higher evaporation due to coal as compared with coke has been secured, resulting also in still greater economy from the less cost of the former. In addition to these a further saving has been effected by transferring some portion of the heat which must inevitably find its way into the smoke-box to the feed water on its passage into the boiler.

Although these have been the common objects sought after and accomplished to a more or less extent by those who have devoted themselves to the subject, it is curious to notice how various have been the means employed by different locomotive engineers who have introduced improvements. This, no doubt, is to be in part accounted for by the situation of a line, and to the characteristic qualities of the coal most easily and cheaply procurable, and to which the modifications in the furnace had to be adopted. The necessity also of converting existing engines, originally made for burning coke, into coal burning engines, with a view to save expense, had its influence doubtless with some, and has in such cases entailed a certain sacrifice in efficiency.

The means that have been chiefly employed to effect the object of coal burning are extended fire grate surface, so as to have a thinner fire and afford a larger area for the passage of the air; and stepping or inclining the grate at a considerable angle, so that the coal being introduced close to the fire door, may gradually travel forwards as it parts with its gases and becomes incandescent, and thus ignite the gases that pass over it from the fresh fuel; making a double fire box with the same object; the application of a combustion chamber with or without fire-bricks, which become heated and ignite the gaseous products as they pass through or over them; and combined with these, various plans for admitting the requisite supply of air above the fuel, either by deflecting it as it passes through the fire door, or by introducing it through tubes or air passages.

The first attempt to burn coal in the modern locomotive engine was made so far back as 1837 by Messrs. Gray and Chanter, and the plan was adopted in the existing coke burning boilers. Those gentlemen divided the fire-box into two compartments, one for coal and the other for coke, and admitted air above the fuel through tubes in the sides of the fire-box. They were also the first to apply a steam jet in the chimney to maintain the draught when the engine was at rest and the blast off. In 1845 Mr. Dewrance also introduced a somewhat similar arrangement. He divided the fire-box into two parts, one of which formed the furnace, and the other what was termed the combustion chamber. It was not, however, until eight or ten years after this that the question of coal burning was taken up in earnest by engineers generally, and that any great progress was made. About the year 1853 Mr. McConnell, who was then locomotive engineer of the London and North Western Railway, introduced his system, the main features of which consisted in giving an increased area of fire grate

in order that the coal might burn with moderate intensity, and that plenty of air might pass into the fire-box to consume the gases, the combustion of which was further promoted by additional air introduced through tubes in the front and sides of the fire-box; increased capacity was given to the fire-box by extending it some distance into the barrel of the boiler, thus forming a combustion chamber in which the gases might become mixed with the oxygen of the air and ignited before passing into the tubes. The fire box was also divided longitudinally into two compartments having separate fire doors to provide for alternate firing. This plan with good management was found to be tolerably effective in preventing smoke, and fairly economical. Considering that it was to some extent the pioneer of those that followed, the results obtained by it were very creditable, the consumption of coal per ton mile being about .3 lb. The chief defect in this system appears to be the want of some means to raise the temperature of the volatile gases after they have escaped from the coal. The other requisites, as respects the due admission of air, are well provided for.

The next system of coal burning was invented by Mr. Beattie, of the London and South Western Railway, and was introduced about the year 1855. In Mr. Beattie's boiler an increased grate area is provided, as well as a combustion chamber, which, as in Mr. McConnell's, extends into the barrel of the boiler. The fire-box is divided transversely into two compartments by an inclined water space diaphragm, and both compartments are arched over with fire tiles, leaving narrow spaces between them. Perforated fire bricks are also placed in the combustion chamber at some distance in front of the tubes. These fire bricks and tiles supply the want alluded to in Mr. McConnell's boiler. They soon become red hot from being exposed to the incandescent fuel, and when fresh coal is put on the fire, and gaseous products escape, they become ignited by coming in contact with the heated bricks; these also serve to break and mix together the gases with the air, and in this manner assist in promoting combustion. The necessary quantity of oxygen is obtained by admitting air through small apertures in the fire doors as well as through tubes in the back of the fire-box, and dampers are employed in the ash pans by which the quantity of air admitted through the fire grate may be adjusted to the greatest nicety. An auxiliary steam jet is also employed in the chimney to stimulate the draught and prevent smoke when the engine is at rest, and the blast is consequently not available for this purpose. This system is found to work admirably, and is certainly one of the most economical at present known. With the further improvements Mr. Beattie has added for heating the feed water it is probably the most economical plan in use, the average consumption of coal per ton mile being about .21b. without the feed water heating apparatus, and with it about .17b.; on some occasions it has been brought down as low as .12lb.

The next plan of note was that of Mr. Cudworth, the locomotive engineer of the South Eastern railway, which was introduced on that line in 1857. In this we have an increased fire-grate area, and the fire-box divided by a longitudinal diaphragm into two compartments forming two furnaces with separate fire-doors, which unite in the front of the tube-plate. There is no combustion chamber, nor are there any fire-bricks or tiles as in Mr. Beattie's furnace, but the fire-grate is placed at a considerable inclination, sloping down from the fire-door. The fresh coal is charged close to the doorway, and as it parts with its gases it gradually slides down, so that by the time it arrives at the lower or back end of the grate it becomes an incandescent mass of coke, the heat from which is sufficient to ignite the gases which pass over it from the fresh coal, and the requisite quantity of air to effect their combustion is supplied through an aperture in front of the lower end of the grate, and is regulated by means of a valve or damper; the double furnaces are fired alternately, which facilitates the combustion of the gases. An auxi-

liary steam jet in the chimney is also employed to create a draught when the engine is not at work. This plan, with careful attention to the firing, is tolerably effectual in preventing smoke, and it certainly has the merit of simplicity. In economy it nearly approaches Mr. Beattie's plan, the average consumption of coal per ton mile being about 22 lb. It is not improbable that some kind of deflecting diaphragm or other means might be added with advantage to this arrangement, to bring the gaseous products which must naturally collect at the upper part of the fire box down into closer contact with the incandescent fuel at the lower end of the grate, or else a fire-brick heat reservoir at the upper part of the fire-box to thoroughly heat and ignite the gases before they pass into the tubes.

These three plans necessitate either new engines or a considerable alteration in the fire-box end of the boiler. In order to save this expense several proposals were made to adapt the ordinary fire box to burn coal. In 1856 Messrs. Dubs and Douglas applied a deflecting feather proceeding from the back of the fire-box towards the tube plate, to cause the gaseous products of the coal to descend on to the incandescent fuel and thus become ignited, and Mr. Dubs, in connection with Mr. Evans, in 1857 added to this a moveable inclined grate, which could be raised or lowered at will, for the proper management of the fire.

In 1857 Mr. Yarrow introduced on the Scottish North Eastern railway a flat arch of fire-brick in the interior of the ordinary fire-box. This sprung from the two sides of the fire-box, but was placed at a considerable inclination, the lower side commencing from the tube plates just under the lowest row of tubes, projecting upwards until within eight or ten inches of the roof of the fire box, and rather more than half-way across; tubes were also provided in the tube plate under the arch as well as in the fire-door for the admission of air. The effect of this arrangement would be that the gases instead of finding their way direct into the tubes would be deflected, and have to pass round this brick arch, which would act much in the same manner as the fire-bridge of an ordinary land boiler, but more effectually, from becoming heated to a high temperature, and the gases coming into close contact with it, being at the same time supplied with a fresh dose of oxygen from the air rushing in through the air tubes, would be ignited. Considering that this was simply a modification the fire-box originally designed to burn coke, the results were very satisfactory. The consumption of coal per ton mile was about 32 lb. A very similar plan was introduced by Mr. Jenkins on the Lancashire and Yorkshire railway, but in place of a fire-brick arch he employed a curved deflector of cast iron similarly placed, but perforated near its outer edge with numerous holes. He also employed air tubes at the front of the fire-box under the fire-door, as well as at the back under the tubes. His arrangement gave a result nearly similar to Mr. Yarrow's, and he obtained a rather higher duty from coal than from coke.

In 1857 Mr. D. K. Clark devised a system of forcing air into the fire box through air tubes placed at the sides by fine steam jets directed from the outside and passing through the air tubes, which acting in a similar way to the blast pipe of the engine, caused currents of air to rush into the fire box with great force. The orifice of the jets is but 1-16th inch in diameter, the air tubes 1½ in. This simple arrangement was found to completely prevent smoke without any other appliance. It has been at work satisfactorily on several lines, and has been adopted on all the locomotive stock on the Great North of Scotland railway. Whether the steam which is introduced into the fire-box performs any office beyond the more mechanical one of drawing the air, in along with it in producing any new chemical combination which would facilitate the combustion of the volatile gases, does not seem to have been investigated. It would, however, to some extent warm the air, and perhaps make good the loss from the use of the steam in this manner; and it is supposed that the steam has some power to

precipitate the carbonaceous particles which remain unconsumed; at any rate the plan seems to be very economical, the average performance of several engines on the Great North of Scotland railway being under 2 lb. of coal per ton mile. There is one advantage possessed by this plan over most others, viz., that by the use of these steam jets when the engine is in a station the smoke can be prevented, as they act in a more direct manner than a jet in the chimney.

In 1858 Mr. Wilson introduced a system of air tubes which extended from the fire-box right under the boiler to outside the front of the smoke-box. This arrangement would partly effect the object of Mr. Clark's steam jets when the engine was running, since the air would then be driven through these tubes into the fire-box with considerable force. Mr. Ramsbotham, of the London and North Western railway, also about the same time provided two small doors in front of the fire-box, under the barrel of the boiler with regulating valves for the admission of air above the fuel, and just above these openings he placed an arched fire-brick deflector, something similar to that of Mr. Jarro. It was fixed in the same position at the front of the fire-box against the tube plate, just below the tubes, but instead of inclining upwards, it projected backwards in nearly a horizontal direction, if anything sloping a trifle downwards, but it did not extend quite so far across the fire-box. Messrs. Lee and Jaques, on the East Lancashire railway, also introduced a somewhat similar arrangement as regards the projecting fire-brick arch, but they combined with this a deflector fixed to the top of the fire-door.

This deflector projected into the fire box sloping downwards, the door itself being underhung and provided with a valve for the admission of air, the opening and closing of which was regulated by a sector. The air being drawn in through the valve in the fire door, would by means of the deflector be directed downwards, and mix with the gases, and their combustion be effected by impinging on the incandescent fuel, and the brick arch fixed against the plate. About the same time Mr. Sinclair introduced a plan, proposed by Mr. Frodsham, on the Great Eastern railway, in which a deflecting plate over the fire door was employed, but the brick arch was omitted, and in place thereof two steam jets were introduced, one on each side, into the front part of the fire-box, impinging downwards upon the fuel. Mr. Douglas, on the Birkenhead railway, employed a deflector with the same object, but he combined with it an inclined fire grate of larger area, which involved a longer fire-box, and of course necessitated an alteration in the boiler or the construction of new engines.

Some other modifications of the above plans are to be met with, but those we have described embrace the chief varieties of any note that have been practically tested or introduced. They illustrate in what a variety of ways different minds set to work to accomplish the same object. It will be noted that these various plans, differing greatly as they do from each other in the arrangement and construction of the parts, are all based on the same principle, the object to accomplish being to supply and mix with the volatile gases the requisite amount of air, and to bring them when thus mixed up to a sufficiently high temperature to effect their combustion. To accomplish this thoroughly an artificial draught seems indispensable to them all, created either by the blast pipe, or when this is not at work by a steam jet in the chimney or else in the fire-box. There is but one opinion as to the necessity of creating by some means or other this draught, but as to the other arrangements adopted by various engineers opinions differ. One thinks a fire-door deflector all that is requisite, while another considers that more air than is necessary for perfect combustion is by its means introduced into the fire-box, and a loss in evaporative power caused thereby, and urges the expediency of placing ample means at the will of the engine driver to regulate the admission of air; some think heat reservoirs in the shape of fire brick arches, deflectors or dia-

phragms useless, and that the fuel itself, if sufficient air is mixed with the gases, will do all that is requisite to ignite and consume them. Some condemn the use of combustion chambers, others consider them essential in giving the gases time to ignite before passing into the tubes. In fact although all are agreed as to what is required to be done, there is a great difference of opinion as to the best means of doing it. This difference of opinion is, however, not only inevitable but desirable. It creates a wholesome rivalry, and promotes the advancement of science. It is by each striving to do his best and surpass his competitors that new ideas come to light, and these in their turn become turned to account and improved upon by others, and in doing which fresh offshoots are developed which form a basis for new investigations, resulting often in improvements having a widely different aim from that which originally called them forth. It is thus that we go on improving and adding to our store of knowledge, and now we have this satisfaction, that, thanks to the invention of printing, to the freedom of discussion, and the general readiness and desire to exchange ideas, knowledge once gained is secured from loss. In ancient times, when knowledge was handed down by oral tradition, or at best disseminated by the tedious process of manuscript, progress was not only slow, but many valuable facts and arts were lost for ever; and civilized nations have in some instances retrograded almost to barbarism, but this can never be the case now. We must go on increasing in knowledge, and if in knowledge then in power, and in that most important of all, the power of subduing nature and turning the gifts of Providence to our use. It is by this that the increasing population can alone be adequately provided for. It is therefore the duty of every man to contribute to the best of his ability to the general advancement, and it must, we think, be admitted that during the last thirty years our locomotive engineers have not been behindhand in performing their part. We have seen the consumption of coal for a given amount of work performed reduced by something like 70 per cent., and this with a higher speed and greater security from accident. There is, however, yet much more to be done and fresh efforts will have to be made. It is important that these efforts should be directed into the right channel. We are now approaching perfection in the method of using fuel for converting water into steam. There is here certainly not so great a margin for improvement as there was 20 years ago, but there is, nevertheless, room for improvement even in this department, but, as we stated in our last article, there is much greater room for improvement in the methods of using the steam when produced, and therefore without neglecting the former, our efforts should be now devoted to the latter, and if by so doing we succeed in promoting as great economy as that effected during the last thirty years, we shall have reason for congratulation.

The West Chester Record is informed by one of the Directors of the Delaware and Pennsylvania Railroad that the Pennsylvania Railroad Company have agreed to aid them in building their road, and that a small additional subscription to the capital stock will insure the speedy completion of this important work. The road will connect with the Pennsylvania Railroad at or near Parkesburg, and run via Buck Run, Avondale and Newark to Delaware City.

At the recent annual meeting of the Rome, Watertown and Ogdensburg Railroad Co., the former board of directors were re-elected, the following officers were also unanimously re-elected, to wit: W. C. Pierrepont, President; Marcus Massey, Vice President; J. A. Lawyer, Secretary and Treasurer. The company (see advertisement) will pay a semi-annual dividend of 5 per cent., free, on the 15th July.

Journal of Railroad Law.

RAILROAD—TRESPASS BY ANIMALS ON TRACK—
NEGLECT.

The late action of *Fisher vs. The Farmers' Loan and Trust Company* (21 Wis., 73,) was one to recover damages for the killing of two colts by a train upon the Racine and Mississippi Railroad, through the alleged negligence of the defendant, then holding and operating the road. The cause was tried by a referee, who found as facts, that the colts, while in the possession of one Hays, without his fault or negligence, strayed upon the track from an adjoining pasture, through a fence which defendant was bound to maintain; that said fence was in good condition, and defendant in no way chargeable with negligence for failure to keep it in good repair, the defect in it through which the colts had escaped on to said track being merely temporary and unknown to the defendant; that the colts, while so upon the track, were injured by defendant's train, and that said train was negligently operated and run, and the injury was caused solely by such negligence. As matter of law, therefore, the referee held that the plaintiff was entitled to recover. Exceptions were duly filed by the defendant, and cross motions made by plaintiff, for a confirmation of the report, and by defendant for a review and rehearing; and the Court confirmed the report, and rendered judgment accordingly, from which the defendant appealed.

The opinion of the Court was delivered by

COLE, J.—This cause was tried before a referee, and therefore it becomes our duty, under section 16, chap. 264, laws of 1860, to examine the testimony and to decide questions of fact according to the weight of evidence. It is very obvious that this statute has changed the practice in this particular; since, before its adoption, it was a familiar and well settled rule that the appellate Court would not disturb the finding of a referee or a judge in common law actions upon questions of fact, upon mere preponderance of testimony. But the law now requires, in cases tried by the Court or before a referee, that this Court should review questions of fact as well as of law, decided by the Court or referee, where proper exceptions have been taken. See the case of *Snyder vs. Wright*, 13 Wis., 689.

Upon the evidence, we are of the opinion that the plaintiffs cannot recover. In the first place it is clear that under the circumstances the company was liable only for such injuries as were occasioned by the gross negligence of its servants. The colts had escaped out of a pasture adjoining the railroad track on to the track of the road, where they were hit by the train. The referee finds (and we think the finding is in accordance with the proofs in the case upon this point,) that the fence was in a good and proper condition, and that the company was in no way chargeable with negligence for failure to keep the same in good repair. This circumstance distinguishes the case from *Dunnigan vs. The Chicago and Northwestern R. R. Co.*, 18 Wis., 28, and *Brown vs. the Mil. and Prairie du Chien R. R. Co.*, (ante p. 39.) But where the company erects and maintains proper fences and cattle guards along its road—keeps them in good condition and repair—and cattle escape from the enclosure adjoining the road, and stray upon the track they then become trespassers, and the law charges the owner with neg-

ligence although he may not be guilty of any actual carelessness in suffering them to escape. And where the negligence of the owner directly co-operates with the negligence of the agents of the company to produce the injury, then no recovery can be had, unless in cases where such agents are guilty of gross carelessness or wilful and wanton misconduct. *Stucke vs. the Milwaukee and Miss. R. R. Co.*, 9 Wis., 202. In this case, while there may be some evidence of negligence on the part of the agents of the company in managing the train, yet there is nothing which proof of rashness or wantonness of conduct on their part, or that they did not employ the usual means to prevent injury. When the colts were some distance from the train, the whistle was blown and the brakes put on. The train had a competent number of brakemen, who promptly set the brakes when the alarm was given; and the track was sanded. The ordinary means were used to stop the train before it reached the colts. But it was a freight train on a descending grade, and these means proved ineffectual to stop the train in time. It is said that the engineer, if attentive to his duties, must have seen the colts a great distance ahead, and he should have earlier taken steps to stop the train. It is true, the accident occurred in the afternoon of a clear day in September, and where it appears the colts might have been seen by the engineer on the approaching train at a distance of two or three miles. But the engineer must necessarily exercise some discretion as to when measures must be taken to prevent a collision; and although he may misjudge as to the efficiency and success of these measures, and as to his power to control the train, yet we think it too strict a rule to say the company is liable if an injury occurs in consequence of this error of judgment. Besides the engineer might have seen the witness Westinghouse driving the colts from the track, and have so supposed that the colts would be out of danger before the train reached them. In the exercise of a high degree of care and diligence on the part of those operating the train, the injury would undoubtedly have been avoided; but as the negligence of the plaintiffs concurred to produce the result, no recovery can be had upon the facts established by the evidence.

By the Court.—The judgment of the Circuit Court is reversed, and the cause remanded with directions to give judgment for the defendant.

Chesapeake and Ohio Canal.

During the month of May the amount of tonnage on the Chesapeake and Ohio Canal was eighty five thousand tons, yielding a revenue of nearly fifty thousand dollars, being an increase of thirty thousand tons, and nearly twenty thousand dollars over the month of May of last year. This is the largest business done on the canal in any one month since its construction. The Cumberland Valley (Pa.) Railroad, now completed to Hagerstown, is engaged in condemning land for an extension of the road to Williamsport, Md., connecting with the canal—a distance of six miles only—and when this important connection is made the anthracite coal of Pennsylvania will be brought to the canal in large quantities and furnished along the entire line at much lower rates than at present, nearly the entire supply having now to be brought from Philadelphia. In return, the Cumberland Valley Railroad will carry into Pennsylvania our soft coal taken down by the canal. The Western Maryland Railroad, to be completed from Baltimore to Hagerstown, has had under consideration the extension of the road

to Williamsport, and in case the Cumberland Valley Road declines to extend its road, will connect with Williamsport. Thus the connection with the Pennsylvania coal fields may be regarded as a fixed fact to be accomplished before the close of the summer.—*Cumberland Civilian*.

The Flushing Railroad Company is busily engaged in grading the new route between Winfield and Hunter's Point, and north of the track of the Long Island Railroad Company. That part between Woodside and Dutch Kills is nearly ready for the rails. Work on the College Point and Flushing Railroad is pushed forward rapidly, and the contractor is engaged in driving the spiles across the Flushing meadows, at which place it will intersect the New York and Flushing Railroad.

The Sag Harbor Branch of the Long Island Railroad is going forward finely. Immense quantities of ties have been discharged at Hunter's Point from several schooners within the past week, and are daily shipped east over the Long Island Railroad. They are of superior size and quality.

The preliminary surveys of the Kalamazoo and South Haven (Mich.) Railroad are now being made. As soon as the final location is decided upon grading will be commenced and the work pushed with vigor with a view of having the road in running order this season.

The Sherbrooke, Eastern Townships and Kennebec Railway Company was recently organized by the election of a board of directors with J. G. Roberston Esq., as President, and R. D. Morkill Vice President.

Reports from Lake Superior are to the effect that the production of iron ore is larger than ever before, and that there is a greatly improved feeling in the copper region.

The Branch Railroad from Manchester to Cheneyville, Conn., was opened on the 8th inst.

The directors of the Southern Central Railroad Company in Auburn, New York, have resolved to issue \$150,000 first mortgage bonds, and complete the entire road at once from the Pennsylvania State line to Lake Ontario.

The *Wheeling Intelligencer* says the "proposition of certain capitalists to put \$12,000,000 in the Chesapeake and Ohio Railroad, so as to complete and equip it, has been accepted, and work has been actively begun on the Western division, from Scarey Creek to Ceredo."

Some two or three months ago the first railway in Greece between Athens and the Piræus, was opened for traffic. It runs from the port of Athens to the Greek capital only, and is about six miles long.

Some of the corporators of the Perth Amboy and Elizabeth Port Railroad say that their charter is so formed that they can run their road to suit themselves, and wherever they please, and they therefore, think of running a spur to Rahway to connect with their main road. They propose to rush the building of their road right through.

The Keystone Bridge Company, of Pittsburgh, have contracted to build the new wrought iron bridge on the Boston, Hartford and Erie road at Middletown, Conn. It will be 1,200 feet span, and will cost \$176,000.

Special Agents of the Post Office Department.

The Postmaster General authorizes the statement, for the information of railway companies, that under the recent reorganization of the special agents' service of the Post Office Department no commissions will be issued except to persons actually employed. The number will of course be limited; therefore all commissions signed by Postmaster General Creswell should be duly respected. All other commissions are inoperative and void.

The following gentlemen have been elected directors of the Tebo and Neosho Railroad for the ensuing year: Morgan A. Taylor, N. G. Elliott, J. R. Estell, Harvey Bunce, John L. O'Bryan, Cyrus Newkirk, A. C. Marvin, J. R. Barrett, Wm. Jennings, Robert Allen, R. H. Melton, P. A. La Due, C. I. Robords, S. R. Gordon, W. A. Shannon.

The net profit of the Great Western Railway Company of Canada for the three months ending April 30, 1869, available for dividend (after deducting interest charges, loss by exchange, &c.) is \$81,710 78, against \$79,191 45, in the corresponding period of 1868.

The directors of the New York Central Railroad Company have declared a dividend of four per cent. cash, on the stock and scrip, equal together to \$7 20 per share of the stock. A meeting of the stockholders is called for Wednesday, June 30.

Railroad fares in the East Indies amount to about 4.7 cents a mile. The rate for first class passengers from Calcutta to Delhi, a distance of 1,015 miles, is \$48, and for second class passengers \$24.

The management of the New York Central Railroad has established a new office, that of General Track Inspector and Roadmaster, and has appointed Mr. R. A. Augur, of Batavia to that place.

The branch railroad connecting Coopers-town with the Susquehanna road is nearly completed. It is expected that trains will commence running on the 1st of July.

The Cherry Valley Railroad is progressing finely. It is expected the cars will be running at least as far as Sharon Springs by the last of August.

A recent report on the German railways by the Vienna Board of Trade gives the information that there are 13,639 English miles open for public traffic.

The traffic receipts of the European and North American Railway for the month of May, 1869, were \$17,190 73; for the month of May, 1868, \$14,746 54—an increase of \$2,444 17.

The earnings of the Pacific Railroad of Missouri for the month of May, 1869, were \$263, 208 43, against \$256,562 92 in May, 1868—an increase of \$6,645 51.

On Thursday the new line via the Camden and Amboy Railroad and the Delaware Bay Railroad to Long Branch was formally opened.

Messrs. Willis, Phelps & Co., of Springfield, Mass., have contracted to construct and equip the Philadelphia and Washington Railroad from Buffalo, N. Y., to the Pennsylvania coal regions, 125 miles, for \$3,000,000. The work will be commenced next month.

Work is being pushed forward with great activity on the Lebanon Springs Railroad, in order to get it in readiness for the Summer passenger travel.

TO RAILROAD CONTRACTORS. Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
New York, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until **September 1st, 1869**, when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles of the First Division of One Hundred and Fifty miles, between Jefferson and Paris, Texas, commencing eight miles east and extending seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the **FIFTEENTH OF AUGUST, 1869**, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

ROME, WATERTOWN AND OGDENSBURG RAILROAD.—VICE PRESIDENT'S OFFICE, No. 12 College Place, New York, June 12th, 1869—This Company will pay a semi-annual dividend of FIVE (5) per cent., free, on and after the 15th July, to stockholders of record at this date. Transfer books will remain closed from date till the 1st July. Stock registered in New York will be paid at the Mercantile Bank for 60 days. All other at Watertown.

3125 J. A. LAWYER, Treasurer.

FOR SALE OR HIRE.

4 SECOND HAND PASSENGER CARS, 4 feet 8½ inch gauge. Two seat 60; two 48 persons.

JACKSON & SHARP,
Delaware Car Works,
4125 Wilmington, Del.

To Contractors.

SEALED PROPOSALS will be received by the undersigned until **THURSDAY, July 1st**, at the office of the **ELIZABETH AND PADUCAH RAILROAD COMPANY**, in Elizabeth, Hardin county, Kentucky, for the GRADUATION, TRESTLING, BRIDGE and CULVERT MASONRY, including 5,000 cubic yards of Bridge Masonry at Green river, on 40 miles of said railroad, between the 52d section and the town of Greenville, in Muhlenburg county. The work can be reached by steamboat from the Ohio river, to South Carrollton and Rockport, on Green river, or by rail to Bowling Green, and from thence by steamboat to Rockport. Specifications and profiles of the work can be seen at the Company's office in Elizabethtown on and after June 15th.

GEORGE MACLEOD,
Chief Engineer.

Elizabethtown, Ky., May 29, 1869.

EDWARD J. ETTING,
105 Walnut St., Philadelphia,
MANUFACTURERS' AGENT FOR THE SALE OF
AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern,

For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

FOR SALE.

THE JERSEY CITY LOCOMOTIVE WORKS CO
—in order to close their concern—offer for sale all the Machinery, Tools and Engineering Plant, situated at their Works, corner of Morgan and Steuben Streets, Jersey City.

The machinery was procured from the best Manufacturers and is in perfect order. A descriptive Catalogue, with price list, will be forwarded upon application to the Company's Agent,

WM. S. AUCHINCLOSS,
Jersey City, N. J.

WILLIAMS, PAGE & CO.'S PASSENGER CAR LAMPS

FOR KEROSENE OR COAL OILS.

Centre Lamps for High Roof Cars.

• SIDE LAMPS AND SALOON LAMPS. •

THESE Lamps, now in use on a large number of Railroads are very neat and ornamental, and being enclosed in a Brass Case which is firmly secured to the car, entirely avoid the dripping of oil on Passengers and Car Cushions.

The Light is very strong and brilliant, lighting up the Cars so as to give them that bright and cheerful appearance so much desired by roads for the pleasure and comfort of their Passengers. These Lamps are strong and durable, and are as easily taken care of as any in use. A full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as the Side Lamp, but about half the size.

Manufactured and for sale by

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91 Water St., Boston, Mass.

HARRISBURG Car Manufacturing Co.,

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MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal, and all other kinds of

RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS,
BRIDGE AND ROLLING MILL CASTINGS, BRIDGE RODS, BOLTS,

AND

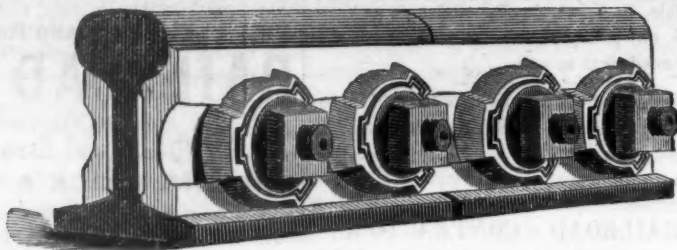
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MANUFACTURERS OF
Ship's Compasses,
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Surveyor's & Engineer's Instruments,
MARINE, OPERA & FIELD GLASSES,
Sextants, Quadrants and Spy Glasses,
141 Water-St., N. Y.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Sale of Rolling Stock by the United States.

SEALED PROPOSALS will be received by the undersigned, at the office of Messrs. Bristow & Wharton, No. 154 Fourth street, Louisville, Ky., until 12 o'clock, noon, June 20th, 1869, for two Locomotive Engines, nine Box and one Stock Car.

DESCRIPTION OF THE PROPERTY.

No. of Engine.	Builder.	Diam. of Cylinder.	Length of Stroke.	Diam. of Driv. W'l.	Length of Flues.	Diam. of Flues.	Dim's Fire Box.			Motion.	Weight.	Gauge.	When Built.
							Length	Breadth	Depth.				
		Inch	Inch	Ft. In.	Ft. In.	Inch.	Inch	Inch.	Inch		Ton.	Feet.	
15	Moore & Richardson...	16	22	4 9	11 00	2	53	36	50	Link.	26	5	1859
152	M. W. Baldwin & Co....	16	24	5 0	10 11	2	60	34½	67	"	30	5	1864

The Engines and Cars are in running order, but need repairs. The above property is now on the New Orleans and Ohio Railroad, and can be seen and examined by application to the Officers of that Road, at Paducah, Ky. Proposals may be in detail, or in the aggregate. The United States reserves the right to reject any or all propositions. Terms Cash.

J. B. VAN DYNE,
Receiver for U. S.

WOOD, LIGHT & CO., MANUFACTURERS OF ENGINE LATHES, PLANERS,

From 15 to 100 in. Swing, and from 6 to 30 feet long.
To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmyths' Steam Hammers, Gun Machinery,
Mill Work, Shafting and Hangers, Patent
Self-Oiling Box.

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Steamer leaving June 11, connects closely with steamer GREAT REPUBLIC, leaving San Francisco July 3, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer HENRY CHAUNCEY received until 4 P.M. on SATURDAY, June 19. All usual facilities afforded shippers in collecting inland charges, &c.

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The undersigned respectfully notify managers of railroads and others, that they will promptly prosecute all infringements of the above patent.

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We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

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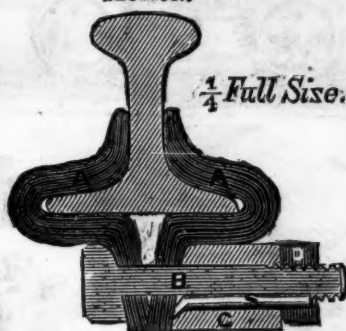
Scott's Wrought Iron-Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



VIEW.



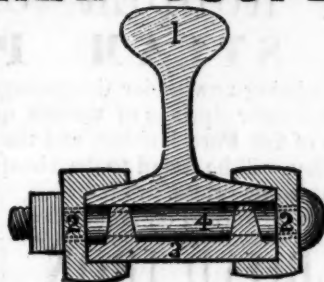
VIEW AND SECTION show position in place. A.—Is **CLAMP-TRUSS**. B.—Are two 3/4 inch Bolts. C.—An **Iron Collar**, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the **Nut**. S.—The **LOCK** of the **NUT**, which prevents its jarring loose. The patentee is prepared to fill orders sufficient for four miles of track per day. Provision has been made to prevent sliding of the rails.

Particulars, address

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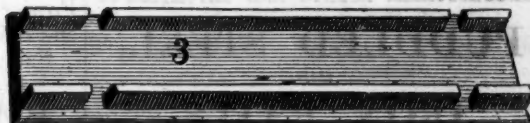
THE PHOENIX IRON COMPANY'S
PATENT
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

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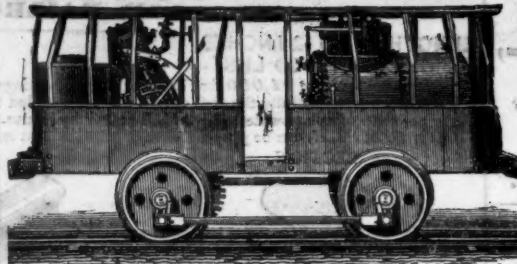
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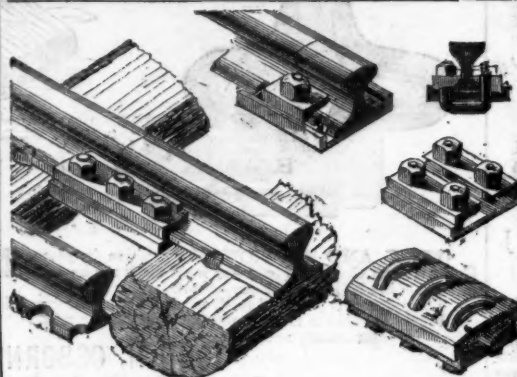
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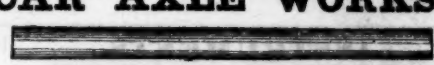
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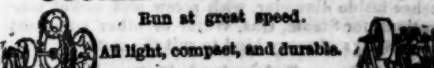
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4. " 14 " 1 1/2 to 1	17. " 25 " 1 1/2 to 1	18. " 26 " 1 1/2 to 1
5. " 15 " 1 1/2 to 1	18. " 26 " 1 1/2 to 1	19. " 28 " 1 1/2 to 1
6. " 15 " 1 1/2 to 1	19. " 28 " 1 1/2 to 1	20. " 30 " 1 1/2 to 1
7. " 16 " 1 1/2 to 1	20. " 30 " 1 1/2 to 1	21. " 30 " 1 1/2 to 1
8. " 16 " 1 1/2 to 1	21. " 30 " 1 1/2 to 1	22. " 32 " 1 1/2 to 1
9. " 18 " 1 1/2 to 1	22. " 32 " 1 1/2 to 1	23. " 32 " 1 1/2 to 1
10. " 18 " 1 1/2 to 1	23. " 32 " 1 1/2 to 1	24. " 32 " 1 1/2 to 1
11. " 18 " 1 1/2 to 1	24. " 32 " 1 1/2 to 1	

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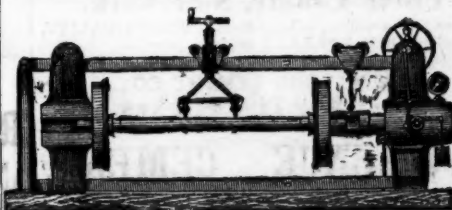
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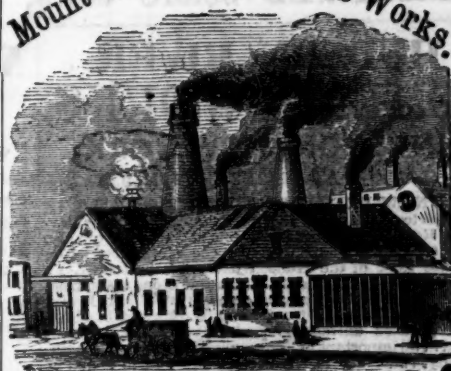
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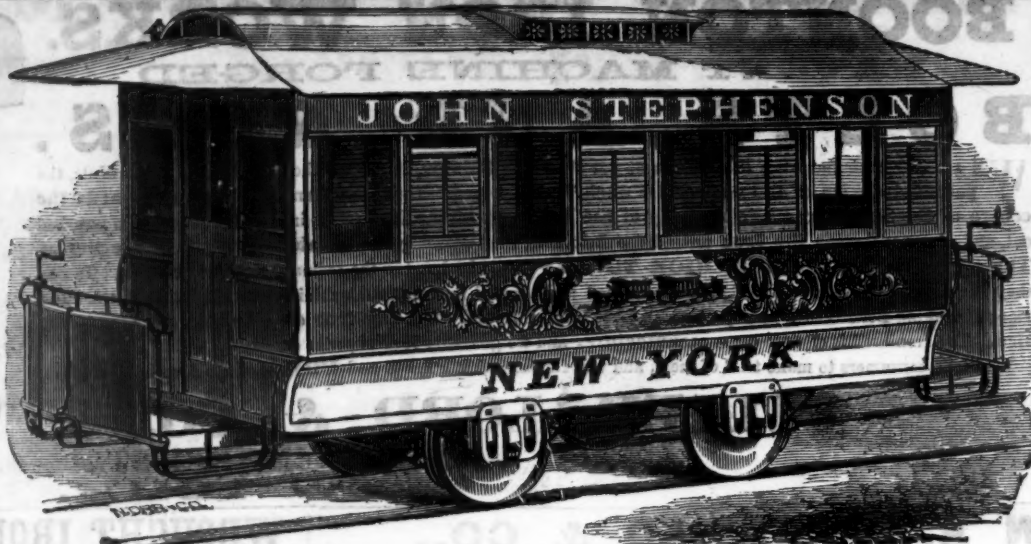
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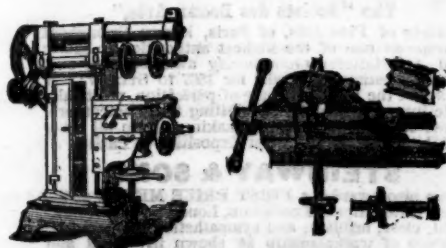
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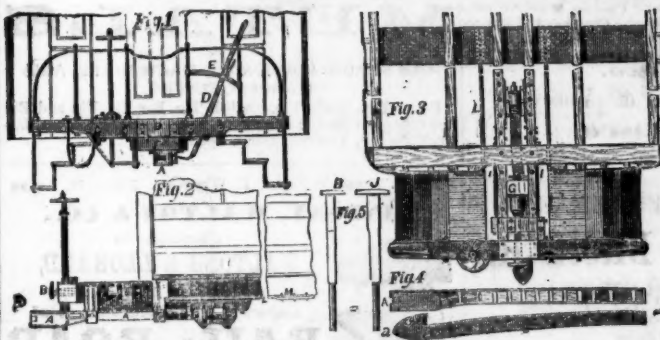
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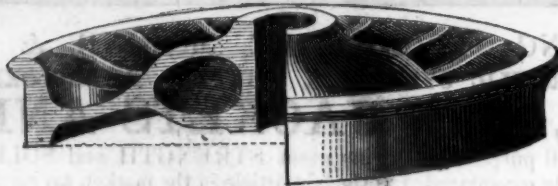
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